

USE PERMIT APPLICATION
CITY OF NEWPORT BEACH

No. 3342
Application Rec'd by [Signature]
Fee: \$ 867.00

PLANNING DEPARTMENT
3300 Newport Boulevard
P. O. Box 1768
Newport Beach, CA 92658-8915
(714) 644-3200

Applicant (Print) Emerald Village Associates, Inc. Phone (714) 476-0880

Mailing Address 4770 Campus Drive, Suite 100, Newport Beach, CA 92660

Property Owner Same Phone _____

Mailing Address _____

Address of Property Involved 3901 E. Pacific Coast Hwy., Corona del Mar, CA 92625

Purpose of Application (describe fully) To permit the operation and construction of a 50,175 square foot Residential Care Home for the Elderly having 85 units and 43 parking stalls (see the attached "Addendum" for additional information.)
PORTION OF PROPOSED BLDG WILL EXCEED 32 FT IN HEIGHT.

Zone PC District Present Use Mixed Retail and Restaurant

Legal Description of Property Involved (if too long, attach separate sheet)
Parcel 1 of Parcel Map 85-257 (Resubdivision No. 811), located at 3901 East Pacific Coast Highway, on the southeasterly corner of East Pacific Coast Highway and Hazel Drive, in Corona del Mar.

OWNER'S AFFIDAVIT

(I) (We) William M. Todd and Jon E. Christeson depose and say that (I am) (we are) the owner(s) of the property(ies) involved in this application. (I) (We) further certify, under penalty of perjury, that the foregoing statements and answers herein contained and the information herewith submitted are in all respects true and correct to the best of (my) (our) knowledge and belief.

Signature(s) [Signature]

JME Christeson

NOTE: An agent may sign for the owner if written authorization from the record owner is filed with the application.

DO NOT COMPLETE APPLICATION BELOW THIS LINE

Date Filed 2/13 Fee Pd. 867.00 Receipt No. 3262

Hearing Date 3/9/89

Posting Date 2/24 Mail Date 2/24

P. C. Action approved Date 3-9-89

Appeal _____ C. C. Hearing _____

C. C. Action approved cond. Date 5-22-89

DEBBY
DI SAHO
EDWARDS
GLOVER
MERRILL
PERSON
POMEROY

April 5, 1990

CITY OF NEWPORT BEACH

ROLL CALL

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CONDITIONS:

1. That development shall be in substantial conformance with the approved plot plan and elevations except as noted below.
2. That this approval shall permit Signs "A", "B" and "D" as shown on the approved plans and that Sign "C" shall be removed from the property.

* * *

Discussion Items:

Use Permit No. 3342 (Review)

Request to review a portion of the proposed landscaping plan for the Emerald Village Personal Care facility previously approved in conjunction with Use Permit No. 3342. Said review is for the purpose of determining that the proposed landscape plan adjacent to Buck Gully is in substantial conformance with the approved plans.

LOCATION: Parcel 1 of Parcel Map 85-257 (Resubdivision No. 811), located at 3901 East Coast Highway, on the southeasterly corner of East Coast Highway and Hazel Drive, in Corona del Mar.

ZONE: P-C

APPLICANT: Emerald Associates, Newport Beach

OWNER: Same as applicant

Commissioner Person determined that the landscaping plan is in substantial conformance with the plot plan.

Motion was made and voted on to approve the submitted landscape plan and sections with the determination that they are in substantial conformance with the plans previously approved by

Discussion Items

D-1

UP3342

Motion
All Ayes

*

DEBAY
DI SAHO
EDWARDS
GLOVER
MERRILL
PERSON
POPEJOY

April 5, 1990

CITY OF NEWPORT BEACH

ROLL CALL

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the Planning Commission and the City Council. MOTION CARRIED.

* * *

Use Permit No. 1677 (Amended) (Review)

D-2

Request to review the City Council's September 11, 1989 approval of Use Permit No. 1677 (Amended), permitting a change in operational characteristics of the existing Stuff Noodle Restaurant so as to allow a lunch operation during the week whereas the previous use permit prohibited the restaurant from operating before 5:00 p.m. during the week.

UP1677A

LOCATION: A portion of Lot D, Tract No. 919, located at 215-217 Riverside Avenue, on the northwesterly corner of Riverside Avenue and Avon Street, across Avon Street from the United States Post Office.

ZONE: SP-5

APPLICANT: Stuff Noodle Restaurant, Newport Beach

OWNER: Ms. Nelly Brandsma, Newport Beach

James Hewicker, Planning Director, indicated that the conditions of the use permit are adhered to; however, the two hour parking on Avon Street is not being enforced by the Police Department. He explained that it appears that Post Office employees occasionally use the parking in front of the restaurant.

Rich Edmonston, City Traffic Engineer, stated that he has contacted the parking enforcement section of the Police Department when he has observed automobiles in front of the restaurant for the entire day. He explained that police enforcement would require a police officer to mark the tires and then to follow up two hours later to govern any infractions. He commented that the City has previously suggested metered parking in front of the restaurant, and that he would refer the meter issue to the Traffic Affairs Committee at the next meeting.

CITY OF NEWPORT BEACH

TO: Planning Commission
FROM: Planning Department
SUBJECT: Use Permit No 3342 (Review)

Request to review a portion of the proposed landscaping plan for the Emerald Village Personal Care facility previously approved in conjunction with Use Permit No. 3342. Said review is for the purpose of determining that the proposed landscape plan adjacent to Buck Gully is in substantial conformance with the approved plans.

LOCATION: Parcel 1 of Parcel Map 85-257 (Resubdivision No. 811), located at 3901 East Coast Highway, on the southeasterly corner of East Coast Highway and Hazel Drive, in Corona del Mar.

ZONE: P-C

APPLICANT: Emerald Associates, Newport Beach

OWNER: Same as applicant

Requested Review

This item involves a request to review a portion of the proposed landscaping plan for the Emerald Village Personal Care facility previously approved in conjunction with Use Permit No. 3342. Said review is for the purpose of determining that the proposed landscape plan adjacent to Buck Gully and the limits of the at grade patio are in substantial conformance with the approved plans.

The attached landscape plan provided by the applicant shows the proposed improvement of the at grade patio and landscape areas adjacent to Buck Gully. Said plan also shows the limits of the previous edge of paving as shown on the plans previously approved by the Planning Commission and the City Council. As can be seen, the proposed patio and landscape improvements have been extended farther into the canyon than was previously represented. In discussing this with the project architect, it has been explained that the limits of the pavement shown on the previous plans was an arbitrary line and that the final location of said improvements was governed by the intersection of the approved patio elevation of 86.5 feet with the existing slope of Buck Gully. Inasmuch as the topographic information in the canyon was not precise at the time of the previous

TO: Planning Commission - 2.

approval, the applicant was unable to precisely locate where the patio grade would intersect with said slope. The explanation given by the architect is reasonable inasmuch as the approved patio elevation of 86.5 feet has not changed and it was never intended that the patio area would maintain an elevation lower than the top of slope. Based on this analysis, it is staff's opinion that the proposed landscape plan is consistent with the previously approved plans. It should be further noted that a large portion of the extended improvements involve turf and hedge treatment rather than just hardscape improvements.

Suggested Action

Should the Planning Commission concur with staff's opinion, the appropriate action would be to approve the submitted landscape plan and sections with the determination that they are in substantial conformance with the plans previously approved by the Planning Commission and the City Council. However, if the Commission is of the opinion that the plans are not in substantial conformance with the approved project, said landscape plan and sections should be denied. The applicant will then have to revise the plans, or request the approval of an amendment to Use Permit No. 3342 by the Planning Commission at a public hearing.

PLANNING DEPARTMENT
JAMES D. HEWICKER, Director

By 
W. William Ward
Senior Planner

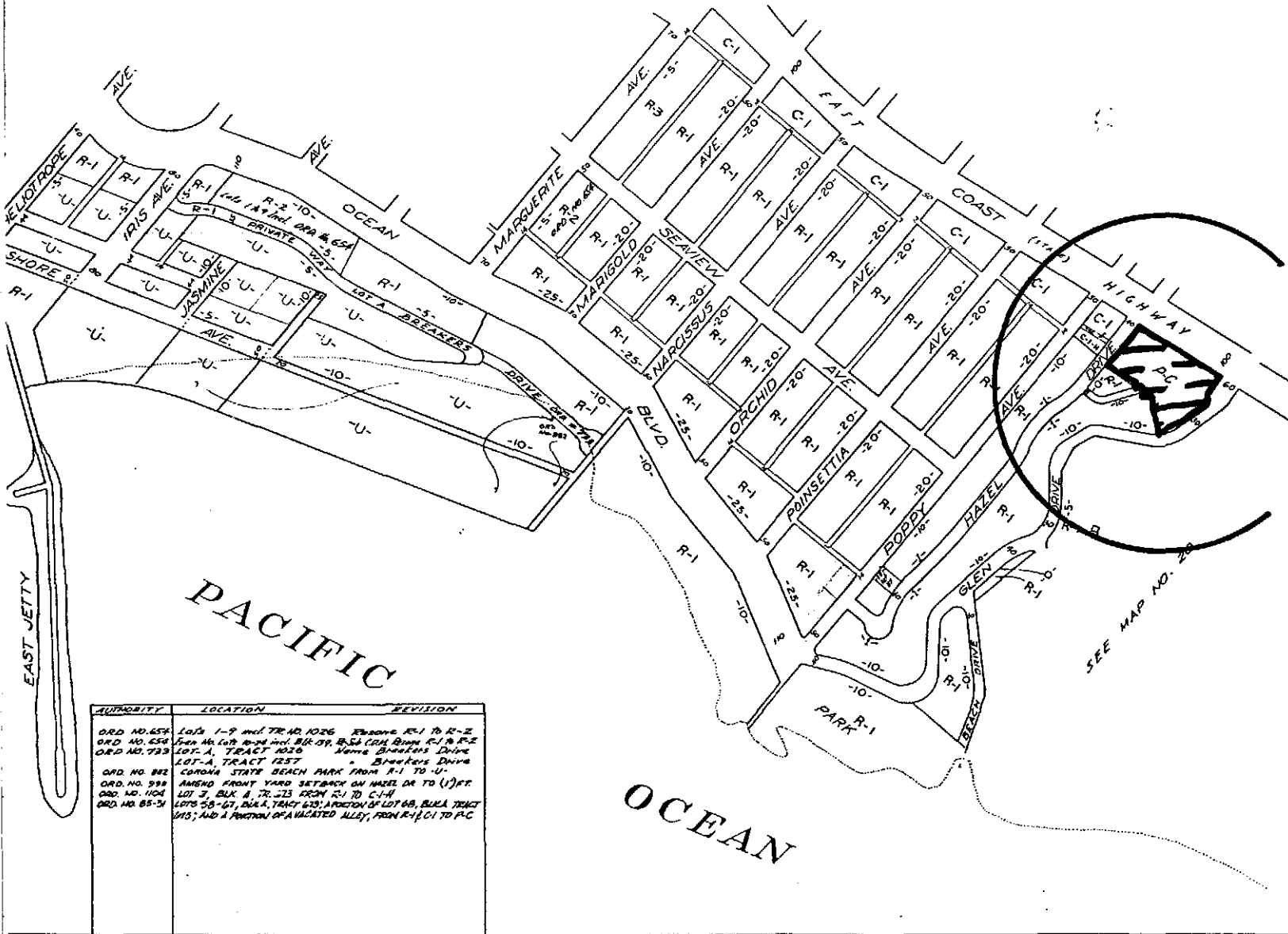
Attachments: Vicinity Map
Letter from the project Landscape Architect
Landscape Plan and related Sections

F:\WP50\BILL_W\UP\UP3342.2

VICINITY MAP

SEE MAP NO. 17

SEE MAP NO. 19



AUTHORITY	LOCATION	REVISION
ORD. NO. 654	LOTS 1-9 incl. TRACT 1026	Rezone R-1 to R-2
ORD. NO. 658	From No. 654 incl. Bk. 09, B. 54 (Old Bldg. R-1 & R-2)	
ORD. NO. 733	LOT A, TRACT 1026	Name Brookers Drive
	LOT A, TRACT 1257	Brookers Drive
ORD. NO. 882	CORONA STATE BEACH PARK	FROM R-1 TO U-
ORD. NO. 888	AMEND FRONT YARD SETBACK ON HAZEL DR TO (1) FT	
ORD. NO. 1104	LOT 3, BLK. A, TR. 523	FROM R-1 TO C-1-H
ORD. NO. 85-34	LOTS 58-67, BLK. A, TRACT 679; A PORTION OF LOT 68, BLK. A TRACT 679; AND A PORTION OF A VACATED ALLEY, FROM R-1/C-1 TO P-C	

DISTRICTING MAP NEWPORT BEACH - CALIFORNIA

R-A	AGRICULTURAL RESIDENTIAL	R-4	MULTIPLE RESIDENTIAL
R-1	SINGLE FAMILY RESIDENTIAL	C-1	LIGHT COMMERCIAL
R-2	DUPLEX RESIDENTIAL	C-2	GENERAL COMMERCIAL
R-3	RES'D. MULTIPLE FAMILY RESIDENTIAL	M-1	MANUFACTURING
B-H	COMBINING DISTRICTS	U	UNCLASSIFIED
Front Yard Depth In Feet Shown Thus :-10-			

OF
400 600 800
FEET

1 ORD. NO. 655
DEC. 26, 1960

USE PERMIT NO. 3342 (REVIEW) 3

D I K E

Dina R. Dike

P. Woodward Dike

Harold L. Mesyanek, Jr.

Thomas F. Rhee

Kevin M. Sullivan

19 March 1990

Mr. Bill Ward
Planning Department
City of Newport Beach
P.O. Box 1768
Newport Beach, CA 92659-1768

Project: Emerald Village
Corona del Mar, CA
D/R Job No. 89083

Dear Mr. Ward:

I am writing this letter as explanation of drawings submitted for a review item of Emerald Village/Buck Gully edge.

The city council approved the preliminary landscape plan, along with the architecture plans on June 22, 1989 (plan dated 5-8-89). As the design development phase progressed and more accurate information in regard to existing grading became available, the Buck Gulley edge of the project has shifted.

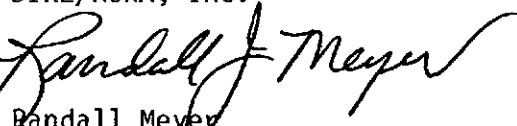
The plan illustrates the building footprint change, as well as the previously approved extent of development. In design of the promenade location, we used the 90 foot elevation of the canyon's existing grade to locate the edge. This is still the primary design criteria, however accurate grading and building alignment resulted in the present location as shown.

The "backyard" area was extended into an area that was previously approved for rough grading. In design development, I elected to reduce the amount of hard surface paving at the building and add a turf and hedge treatment to soften this edge. The turf and hedge area will be of great benefit for low-key use by the residents of Emerald Village, and also visually link the other adjoining properties' backyards as they meet the gully.

If you should require other information or support for this review item to be approved, please call me. I believe this adjustment benefits the residents of the project functionally, and benefits the public through a softer edge along the gully.

Sincerely,

DIKE/RUNA, INC.



Randall Meyer
Project Landscape Architect

RM:cb

Landscape Architecture/Site Planning

1 Civic Plaza, Suite 100

Newport Beach, California 92660

714.640.2300

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CITY OF NEWPORT BEACH

TO: City Council
FROM: Planning Department
SUBJECT: A. Traffic Study No. 54 (Continued Public Hearing)

Request to approve a traffic study so as to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District.

AND

B. Use Permit No. 3342 (Continued Public Hearing)

Request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full time valet parking service; and the acceptance of an environmental document.

LOCATION: Parcel 1 of Parcel Map 85-257 (Resubdivision No. 811), located at 3901 East Coast Highway, on the southeasterly corner of East Coast Highway and Hazel Drive, in Corona del Mar.
ZONE: P-C
APPLICANT: Emerald Associates, Newport Beach
OWNER: Same as applicant

Application

This application involves a request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes: a request to allow a portion of the structure to exceed the basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full time valet parking service; and the approval of a Traffic Study. In accordance with Section 20.02.040 of the Municipal Code, then City Council may approve structures in excess of the basic height limit provided that in each case a use permit is approved. Use permit procedures are set forth in Chapter 20.80, modification procedures are outlined in Chapter 20.81 and traffic study procedures are set forth in Chapter 15.40 of the Newport Beach Municipal Code.

Suggested Action

Hold hearing; close hearing; if desired,

- A) Approve Traffic Study No. 54 and Use Permit No. 3342 with the Findings and subject to the Conditions of Approval set forth in the Planning Commission minutes dated March 9, 1989, with minor revisions as noted;

OR

- B) Take no action on Traffic Study No. 54 and deny Use Permit No. 3342 with the Findings set forth in Exhibit "B" of the Planning Commission staff report dated March 9, 1989.

Background

At the request of the applicant, this item was continued from the City Council meeting of April 24, 1989, so as to allow the applicant additional time to make further revisions to the proposed project which would address concerns relative to the "bulk and mass" of the proposed building.

Proposed Project Revisions

Although the overall square footage of the proposed project and the number of units has remained the same, the applicant has removed almost all of the above grade portion of Wing "B", thereby creating a minimum 50 foot wide view corridor through the middle of the project. Said change is best depicted on Sheet Nos. 1, 4, 6, and 7 of the attached plans. The square footage which comprised the upper two levels of Wing "B" has been relocated to the northwesterly portion of the site adjacent to Hazel Drive and is shown as Wing "D" on the attached plans. It should be noted that the original project, considered by the Planning Commission on June 9, 1988, included a Wing "D" adjacent to Hazel Drive. However, it was removed in conjunction with the resubmittal of the revised project currently being considered. The addition of Wing "D" over the subterranean parking area will allow the applicant to maintain the 85 units which they have previously indicated is the bottom line which the project will support. Other changes to the project include:

1. Four additional off-street parking spaces within the subterranean parking area, bringing the total number of parking spaces from 42 spaces to 46 spaces. An independent van storage area was included in both plans.
2. An increased setback of 20 feet (previously 15 feet) on Wing "C" adjacent to the southerly R-1 Lot fronting on Hazel Drive;
3. A reduced setback of 23± feet (previously 30 feet) on Wing "A" adjacent to East Coast Highway;
4. A reduced setback of 19± feet (previously 29± feet) on Wing "A" adjacent to Buck Gully at East Coast Highway; and
5. An overall reduction in height of 2 feet for the proposed elevator tower and cupola (from 41 feet to 39 feet).

TO:

City Council - 3.

In order to assist the City Council's comparative analysis, staff has prepared the following outline which sets forth the major characteristics of the previous project and the revised project:

Site Area:	1.487 acres ^{64,773.72} (66,773.72 sq.ft.) ¹	
Buildable Area:	1.487 acres (66,773.72 sq.ft.)	
Permitted Gross Structural Area (Established by General Plan)	.75 x site area or 50,080 sq.ft. ²	48,580.29
	<u>Previous Project</u>	<u>Revised Project</u>
Gross Structural Area:	50,060 sq.ft.	50,050 sq.ft.
Floor Area Ratio:	.75	.75
Setbacks:		
E. Coast Highway	30± ft. (Wing A) 95± ft. (Wing C)	23± ft. (Wing A); 104± ft. (Wing C); Varies 30± ft. to 43± ft. (Wing D)
Buck Gully (@ PCH)	29± ft.	19± ft.
Buck Gully:	68± ft.	68± ft.
	<u>Previous Project</u>	<u>Revised Project</u>
Hazel Drive	10 ft.	13± ft. (Sublevel - 1); Varies 10 ft. to 48± ft. (Levels 1 & 2); Varies 10± ft. to 27± ft. (Level 3)
Southerly R-1 Lot;	15 ft.	20 ft.
Parking:	42 spaces in tandem (.49 spaces per unit)	46 spaces - 42 spaces in tandem and 4 independently accessible spaces (.54 spaces per unit)

¹The attached plans incorrectly indicate the subject property contains 66,900 sq.ft.

²This figure does not include any portion of the subterranean parking structure in accordance with the Land Use Element of the General Plan.

Permitted Building Height:	<u>Average</u> 32 ft.	<u>Maximum Ridge</u> 37 ft.	<u>Maximum Flat</u> 32 ft.
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Building Heights of Previous Project:

Wing A	±22 ft.	±28 ft.	±24 ft.
Wing B	±16 ft.	±22 ft.	±24 ft.
Wing C	±24 ft.	±30 ft.	±28 ft.
Tower	±33 ft.	None	None
Cupola	None	±41 ft.	None

Building Height of Revised Project:

Wing A	±22 ft. -6 in.	±28 ft. -6 in.	±24 ft.
Wing B	±6 ft.	None	±10 ft. -6 in.
Wing C	±24 ft. -6 in.	±30 ft.	±28 ft.
Wing D	±24 ft.	±28 ft.	None
Tower	±31 ft.	None	None
Cupola	None	±39 ft.	None

Alternative Parking Proposal

As indicated in the excerpt of the Planning Commission minutes dated March 9, 1988 which were attached to the April 24, 1989 City Council staff report, Condition No. 52 of the Planning Commission's approval requires that the garden area above the subterranean parking lot to be constructed of building materials that will permit said garden area to be converted to additional parking spaces, if needed, in the future. Inasmuch as the applicant is now proposing to add Wing "D" into a portion of the previous garden area, it appears that the opportunity for additional parking spaces has been reduced by approximately 50 percent. Based on staff's review, it appears that the remaining garden area could provide between 10 and 15 additional parking spaces to alleviate any future parking problem.

Amended Condition of Approval

If it is the desire of the City Council to approve this matter, staff recommends that Conditions of Approval No. 1 and No. 11 of Use Permit No. 3342 be revised as follows:

1. That development shall be in substantial conformance with the approved plot plan, floor plans, elevations, and sections approved by the City Council on May 22, 1989, except as noted below.
11. That a minimum of 46 off-street parking spaces shall be provided for the proposed development.

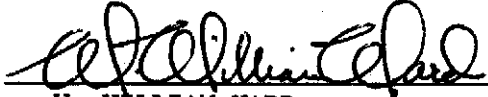
TO:

City Council - 5.

Respectfully submitted,

PLANNING DEPARTMENT
JAMES D. HEWICKER, Director

by


W. WILLIAM WARD
Senior Planner

WWW/kk
COUNCIL\UP3342.522

Attachments for City Council Only:

City Council Staff Report dated April 24, 1989
City Council Minutes dated April 24, 1989
Revised Site Plan, Floor Plans, Elevations and Sections

CITY OF NEWPORT BEACH

MINUTES

REGULAR COUNCIL MEETING
 PLACE: Council Chambers
 TIME: 7:30 P.M.
 DATE: May 22, 1989

COUNCIL MEMBERS
 TURNER SANSONE PLUMMER STRAUSS HART COX WATT

ROLL CALL

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	TURNER	SANSONE	PLUMMER	STRAUSS	HART	COX	WATT	
Present	x	x	x	x	x	x	x	<p>A presentation of poppies was given to Mayor Strauss and Council Members in recognition of the ANNUAL POPPY DAY PROGRAM.</p> <p>A. ROLL CALL.</p>
Motion All Ayes			x					<p>B. Reading of Minutes of Meeting of May 8, 1989, was waived, approved with correction to line 18 on Page 196 as follows, and ordered filed:</p> <p style="padding-left: 40px;">"With regard to the Laventhol & Horwath report, Mayor Strauss stated.....and that there are no cities in Orange County that take part of the occupancy tax and allocate it to a convention and visitors bureau;"</p>
Motion All Ayes			x					<p>C. Reading in full of all ordinances and resolutions under consideration was waived, and City Clerk was directed to read by titles only.</p>

								<p>D. HEARINGS:</p> <p>1. Mayor Strauss opened the continued public hearing and City Council review of:</p> <p>A. <u>TRAFFIC STUDY NO. 54</u> - A request of EMERALD ASSOCIATES, Newport Beach, to approve a traffic study so as to permit the construction of an 85 unit elderly personal care facility located at 3901 East Coast Highway, Corona del Mar; zoned P-C;</p> <p style="text-align: center;">AND</p> <p>B. <u>USE PERMIT NO. 3342</u> - A request of EMERALD ASSOCIATES, Newport Beach, to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full-time valet parking service; and the acceptance of an Environmental Document.</p> <p style="text-align: center;">Report from the Planning Department.</p> <p style="text-align: center;">Volume 43 - Page 200</p>
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Traffic Study No. 54

U/P 3342 (88)

CITY OF NEWPORT BEACH

MINUTES

COUNCIL MEMBERS

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SANSONE

PLUMMER

STRAUSS

HART

COX

WATT

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Letter from Doctors and Nurses Medical Management, Inc., dated May 1, suggesting Council deny the subject use permit.

U/P 3342

It was noted that at the request of the applicant, this item was continued from the City Council meeting of April 24, 1989, to allow the applicant additional time to make further revisions to the proposed project which would address concerns relative to the "bulk and mass" of the proposed building. The applicant has removed almost all of the above grade portion of Wing "B," thereby creating a minimum 50 foot wide view corridor through the middle of the project. The square footage which comprised the upper two levels of Wing "B" has been relocated to the northwesterly portion of the site adjacent to Hazel Drive and is shown as Wing "D" on the plans. The addition of Wing "D" over the subterranean parking area will allow the applicant to maintain the 85 units which they have previously indicated is the bottom line that the project will support. Other changes to the project include:

1. Four additional off-street parking spaces within the subterranean parking area, bringing the total number of parking spaces from 42 to 46. An independent van storage area was included in both plans;
2. An increased setback of 20 feet (previously 15 feet) on Wing "C" adjacent to the southerly R-1 Lot fronting on Hazel Drive;
3. A reduced setback of 23± feet (previously 30 feet) on Wing "A" adjacent to East Coast Highway;
4. A reduced setback of 19± feet (previously 29± feet) on Wing "A" adjacent to Buck Gully at East Coast Highway; and
5. An overall reduction in height of 2 feet for the proposed elevator tower and cupola (from 41 feet to 39 feet).

CITY OF NEWPORT BEACH

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COUNCIL MEMBERS
TURNER SANSONE PLUMMER STRAUSS HART COX WATT

ROLL CALL

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It was further noted that if it is the desire of the City Council to approve this matter, staff recommends Conditions of Approval No. 1 and 11 of Use Permit No. 3342 be revised as follows:

U/P 3342

- 1. That development shall be in substantial conformance with the approved plot plan, floor plans, elevations, and sections approved by the City Council on May 22, 1989, except as noted below.
- 11. That a minimum of 46 off-street parking spaces shall be provided for the proposed development.

John Christeson, Vice-President of Emerald Associates, addressed the Council and advised them of the following: They have redesigned the proposed building and are moving one-half of the view units out of what was previously Wing "C," placing them closer to the Five Crown property; and dividing the structure into two wings, which will provide a wide opening between the two buildings and create ocean views for residents living above the project, as well as views for pedestrians or motorists traveling down Pacific Coast Highway. They have also increased their parking by an additional 10% (42 parking spaces vs. 46); large area for van space; and moved the loading dock to accommodate parking spaces for two panel trucks. They also felt they have the ability to add an additional 11 parking spaces if deemed necessary by the City Council.

The following persons addressed the Council in opposition to the proposed project:

James A. Crane, 323 Driftwood Road, stated his primary concern was what would happen to the property if the elderly care facility were to go defunct; and the traffic that would be created on Shorecliff Road.

CITY OF NEWPORT BEACH

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Dick Nichols, 519 Iris Avenue, indicated he felt the loading area was inadequate; that refuse should not be stored inside the building; handicapped parking spaces should be increased; and that the developer should have proposed single-family residential for the property as an alternative, as he felt the property was not the appropriate location for an elderly care facility.

U/P 3342

Wally Ziglar, 327 Poppy Avenue, indicated it was his understanding the project was to be reduced by 25% as a result of action taken on this item two weeks ago, and stated that this issue has not been addressed by the developer. He referred to the proposed 70-foot gap in the middle of the building; parking and density.

Haskell Shapiro, 287 Evening Canyon Road, stated he felt the subject location was inappropriate for the proposed facility.

Len Seltzer, 519 Hazel Drive, stated he felt that 95% of the residents in the immediate area of the proposed project are in opposition due to its "massive" size, and if approved, it will be much larger than any other structure in the vicinity and would not "fit with the ambience of Corona del Mar."

The following persons addressed the Council in favor of the proposed project:

Luvana Hayton, 235 Poppy Avenue, stated that she is a close neighbor to the proposed project; supports the concept of senior housing; the facility will greatly enhance the area; this type of elderly care is needed for senior residents who do not wish to move outside the City; the project will result in less traffic than any commercial venture; and the facility will be a tremendous asset to the community.

CITY OF NEWPORT BEACH

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COUNCIL MEMBERS
TURNER SANSONE PLUMMER STRAUSS HART COX WATT

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Resident of 2524 Ocean Boulevard, in response to comment by Mr. Nichols, stated he was in the restaurant business and that it was very common to store and compact trash within a building. He felt the existing structure on the subject property was an eyesore and fire hazard, and that the community will benefit from the proposed project.

U/P 3342

Donald J. Regan, 924 W. Ocean Front, stated he was not speaking for, or against this project; that he is owner of and counsel to a company who owns 22 elderly care facilities throughout California and was not aware of a facility that would be "less" impactful on a municipality or a neighborhood than what is being proposed. He added that in their facilities, the average age is 82, which means there are no late night parties; very few residents with current driver's licenses; parking is more than sufficient; and deliveries are always made at off-peak hours.

Mr. Christeson addressed the Council again, and summarized some of what he felt were the key benefits of the project as follows:

1. It will be the lowest traffic generator of any use zoned for the site;
2. The facility will be operated professionally by Trans-america, Inc., who have been in this type of business for 20 years;
3. There are no other elderly care facilities in the City to serve the many long-time residents;
4. They comply with the updated General Plan and all the requirements of the Zoning Code, and will be providing more parking than required by Code;

CITY OF NEWPORT BEACH

MINUTES

COUNCIL MEMBERS
 TURNER SANSONE PLUMMER STRAUSS HART COX WATT

ROLL CALL

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Motion	x	<p>review of all perimeters incident to a P-C district before development plans were accepted for processing on this site, which has not been done. It has been stated that this property is in the P-C Zone in the Land Use Element; however, pursuant to the Zoning Code, a minimum of 10 acres is needed for P-C Zoning, which the subject development does not have, and therefore, the Zoning Code should be amended. He also noted that many of the speakers and residents who spoke in favor of the project do not reside in old Corona del Mar, and consequently will not be affected by the impact this project will have on the area. He stated the site was inappropriate for the proposed use; the project was not supported by any of the homeowner associations in the area, nor the Corona del Mar Chamber of Commerce; the facility will be incompatible with the immediate area and will have a significant detrimental impact on the community; the facility will be understaffed to handle its residents; tandem parking will not work in this project; the employees will not use public transportation as mentioned previously; there is a lack of open space for recreational use by the patients; fire access is not adequate; and that traffic will be impacted on Pacific Coast Highway.</p> <p>In view of the foregoing comments, Council Member Sansone moved a substitute motion to overrule the decision of the Planning Commission and deny Use Permit No. 3342 and Traffic Study No. 54, stating the project under the circumstances will be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing and working in the neighborhood, as well as detrimental or injurious to the property and improvements in the neighborhood.</p> <p>Council Member Watt stated that when the General Plan was adopted, she felt some essential issues, not just in this project but others, were left for Council discretion over the use of property and the intensity of that use, as well as the compatibility with the site itself and the neighborhood.</p>	
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U/P 3342

CITY OF NEWPORT BEACH

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She added that the Council could judge the proposed project's use and intensity raises questions of enough significance that it should be reduced or denied; questions about parking and safety consequences, and a failure of the exact use leads to more impacted use in the future; the size, bulk and scale of the structure and whether it is in keeping with the character and stability of the neighborhood. She felt the intensity was particularly out of scale on the Buck Gully side; that the developer could be induced to bring a project forth which would meet the basic .5 FAR standards, and that a project half the size as proposed would still be financially viable; that nearby residents have the most at stake as the future unfolds; and therefore, she will support the substitute motion made by Council Member Sansone.

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Mayor Pro Tem Plummer stated that if single-family residential housing was built on the site, as suggested by some speakers, there could be twice as much building and development, and because the housing would be on Pacific Coast Highway, a sound wall would have to be constructed. She felt the applicant has "bent over backwards" to meet the concerns of residents in old Corona del Mar, and inasmuch as the applicant has met all Code regulations, the City could be left open to a legal challenge if the use permit is not approved, and therefore, she will not support the substitute motion.

Council Member Hart noted that employee parking is to be on site, which should alleviate the concerns of on-street parking in the residential areas; supports the subterranean parking garage; has reviewed the revised plans and feels that the redesigned project provides a great deal of public benefit, inasmuch as ocean views will be seen by passing motorists, as well as pedestrian traffic; all of which warrants her support of the project.

Mayor Strauss commented that he felt the project did not fit into the neighborhood as he sees it, and therefore, he will be supporting the substitute motion.

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Ayes		x	x	x	x	x	x
Noes	x		x		x	x	

The substitute motion was voted on and FAILED.

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In view of the foregoing, Council Member Sansone requested that the following Condition of Approval be added to Council Member Turner's motion:

"That during the construction period, all construction parking shall be on-site, or on an approved off-site location."

Council Member Hart requested that the following Condition of Approval be added to the main motion:

"That the applicant be responsible for grading the top portion of Buck Gully adjacent to the site, including installation of sidewalk and landscaping, subject to approval of the Parks, Beaches and Recreation Department."

Council Member Turner indicated he had no objections to the foregoing two amendments to his motion.

Council Member Sansone suggested the motion be revised to require that the applicant install a traffic signal at Seaward and Pacific Coast Highway, to which the City Attorney responded that the applicant does not have the power to install a signal at that location, and the City can only impose conditions that the property owner is capable of fulfilling.

The Public Works Director stated it appears from the Traffic Studies and the amount of traffic generated as a result of the project, that there would be very minimal impact on the intersection of Seaward and Pacific Coast Highway. He added, however, that CalTrans has permitted the installation of traffic signals on State Highway intersections in accordance with the meeting of technical warrants for traffic signals.

Following consideration of the foregoing, the City Attorney suggested that a Condition of Approval be added requiring the developer to pay his fair share of a traffic signal at the subject intersection should CalTrans technical warrants for a signal are met.

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	TURNER	SANSONE	PLUMMER	STRAUSS	HART	COX	WATT		
Ayes	x			x		x	x	Council Member Turner agreed to include Council Member Sansone's recommendations in his motion, and the motion, as amended, was voted on and carried.	
Noes		x							
Abstain				x			x		
<p><u>Council Member Hart was excused from the meeting at this time.</u></p> <p>2. Mayor Strauss opened the public hearing regarding GENERAL PLAN AMENDMENT 88-2(C), a request initiated by the City of Newport Beach to revise the HOUSING ELEMENT OF THE NEWPORT BEACH GENERAL PLAN as required by State law.</p> <p>Report from the Planning Department.</p> <p>The City Manager pointed out that the City's current approval of this Draft Housing Element is only an approval in concept, and not the the adoption of the Element; that after this approval in concept, the draft revised Housing Element will be sent to the State Department of Housing and Community Development (HCD) for their required review; and after the HCD's review, the City Council will hold a final public hearing at which they will consider HCD's comments, any staff recommended changes, and adopt the Housing Element. He added that when the final action is taken on the Housing Element, the Council will also include acceptance of the Environmental Document as recommended by the Planning Commission.</p> <p>Dave Dmohowski of The Irvine Company, addressed the Council and stated that they have met on several occasions with City staff and participated in Planning Commission hearings on this matter, and are generally supportive of the Housing Element as currently proposed. However, while they recognize the need for the City to maintain an adequate Housing Element and update targets and objectives, the strengthening of its criteria is coming at a time when there is actually a decrease in federal and other forms of governmental subsidies that have been available in the past, such as mortgage revenue bond financing that help make affordable housing economically feasible. He submitted a letter for the record that summarized his comments.</p> <p>Hearing no others wishing to address the Council, the public hearing was closed.</p> <p style="text-align: center;">Volume 43 - Page 209</p>									GPA 88-2(C) (45)

FINAL FINDINGS AND CONDITIONS
FOR USE PERMIT NO. 3342
AS APPROVED BY THE CITY COUNCIL
ON MAY 22, 1989

- A. Environmental Document: Accept the environmental document, making the following findings:
1. That an Initial Study and Negative Declaration have been prepared in compliance with the Environmental Quality Act (CEQA), the State CEQA Guidelines, and Council Policy K-3.
 2. That the contents of the environmental document have been considered in the various decisions on this project.
 3. The project will not have any significant environmental impact.
- B. Traffic Study No. 54: Approve the traffic study with the following findings:
1. That a Traffic Study has been prepared which analyzes the impact of the proposed project on the peak hour traffic and circulation system in accordance with Chapter 15.40 of the Newport Beach Municipal Code and City Policy S-1.
 2. The project, as proposed, will generate less traffic than the uses which currently exist on-site in the evening peak hour on a daily basis.
 3. The increased traffic in the morning peak hour is less than 10% of existing traffic on any approach leg of affected intersections.
- C. Use Permit No. 3342: Approve the use permit with the findings and subject to the following conditions of approval:

Findings:

1. The project will comply with all applicable City and State Building Codes and Zoning requirements for new building applicable to the district in which the proposed project is located, except the height of the proposed stair/elevator tower.
2. That the proposed development is consistent with the General Plan and the adopted Local Coastal Program, Land Use Plan, and is compatible with surrounding land uses.
3. That adequate off-street parking and related vehicular circulation are being provided in conjunction with the proposed development.
4. The building height will result in more public visual open space and views than is required by the basic height limit.

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APPROVED BY CITY COUNCIL ON MAY 22, 1989 - PAGE 2

5. The building height will result in a more desirable architectural treatment of the building and a stronger and more appealing visual character of the area than is required by the basic height limit.
6. The building height will not result in undesirable or abrupt scale relationships being created between the structure and existing developments or public spaces inasmuch as the project has provided increased setbacks from public streets and adjoining residential property.
7. The structure will have no more floor area than could have been achieved without the use permit for the building height.
8. That the design of the proposed improvements will not conflict with any easements acquired by the public at large for access through or use of property with the proposed development.
9. That the use of tandem parking spaces in conjunction with a full-time valet parking service will not, under the circumstances of this case be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing and working in the neighborhood or be detrimental or injurious to property or improvements in the neighborhood or the general welfare of the City, and further that the proposed modifications are consistent with the legislative intent of Title 20 of the Municipal Code.
10. That public improvements may be required of a developer per Section 20.80.060 of the Municipal Code.
11. That Section 13.05.010 of the Municipal Code requires that public improvements be completed in commercial areas prior to the issuance of Building Permits for a new structure.
12. That the sidewalk along East Coast Highway is the only pedestrian access between the Shorecliffs Development and the business district of Corona del Mar on the southerly side of East Coast Highway.
13. That it has been demonstrated that the traffic to be generated by the proposed project will not exceed that which would be generated if the base traffic generation rate were applied to a project developed at the base floor area ratio.
14. That the projections of traffic to be generated by the project have been based on standard traffic generation rates generally applied to an elderly personal care facility.

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APPROVED BY CITY COUNCIL ON MAY 22, 1989 - PAGE 3

15. That the proposed project is a single use development that will be restricted to an 85 unit (100 bed) elderly personal care facility upon which the traffic equivalency was based.
16. The proposed use and physical improvements are such that the approved project would not readily lend itself to conversion to a higher traffic generating use.
17. The increased floor area ratio will not result in significant impairment of public views.
18. That the site is physically suitable for the floor area proposed, considering that a 0.5 F.A.R. office or retail use with an additional 0.25 above grade structure parking could be constructed on the site which would contain approximately the same building floor area and building bulk as the proposed project.
19. The approval of Use Permit No. 3342 will not under the circumstances of this case be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing and working in the neighborhood or be detrimental or injurious to property or improvements in the neighborhood or the general welfare of the City.

Conditions:

1. That development shall be in substantial conformance with the approved plot plan, floor plans, elevations and sections approved by the City Council on May 22, 1989, except as noted below.
2. That a hydrology and hydraulic study be prepared by the applicant and approved by the Public Works Department, along with a master plan of water, sewer and storm drain facilities for the on-site improvements prior to issuance of a grading permit. Any modifications or extension to the existing storm drain, water and sewer systems shown to be required by the study shall be the responsibility of the developer.
3. That all improvements be constructed as required by ordinance and the Public Works Department.
4. That a standard use permit agreement and accompanying surety be provided in order to guarantee satisfactory completion of the public improvements, if it is desired to obtain a building permit prior to completion of the public improvements.
5. That the on-site parking, vehicular circulation and pedestrian circulation systems shall be subject to further review by the Traffic Engineer and shall be modified in the following manner:

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APPROVED BY CITY COUNCIL ON MAY 22, 1989 - PAGE 4

- a. Access to the subterranean parking area shall be a minimum of 24 feet wide.
 - b. Parking shall not be permitted within the circular motor court so as to provide required emergency vehicle access to the project.
 - c. That the planter at the center of the circular motor court shall be redesigned to Fire Department standards.
 - d. That the driveway design shall conform to Sight Distance Standard Plan 110-L.
 - e. That the proposed drives and ramps shall not exceed a 15 percent slope with change of grade not to exceed 11 percent.
 - f. A minimum five foot wide sidewalk shall be provided on the west side of the driveway.
6. That an access ramp be constructed per City Standard No. 181-L at the intersection of East Coast Highway and Hazel Drive; that unused drive aprons be removed and replaced with curb, gutter and sidewalk along the East Coast Highway and Hazel Drive frontages; and that all deteriorated portions of curb, gutter and sidewalk be reconstructed along East Coast Highway and Hazel Drive frontages.
 7. That all work within the East Coast Highway right-of-way be completed under an Encroachment Permit issued by the California Department of Transportation.
 8. That the intersection of the East Coast Highway and drives be designed to provide sight distance for a speed of 40 mile per hour. Slopes, landscaping, walls and other obstruction shall be considered in the sight distance requirements. Landscaping with the sight distance line shall not exceed twenty-four inches in height. The sight distance requirement may be approximately modified at non-critical locations, subject to approval of the Traffic Engineer.
 9. That prior to issuance of any grading or building permits for the site, the applicant shall demonstrate to the satisfaction of the Public Works Department and the Planning Department that adequate sewer facilities will be available for the project. Such demonstration shall include verification from the City's Utilities Department and the Orange County Sanitation District.
 10. County Sanitation District fees shall be paid prior to issuance of any building permits.

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11. That a minimum of 46 off-street parking spaces shall be provided for the proposed development.
12. Construction shall meet the requirements of the UBC and the California Administrative Codes - Titles 19 and 24.
13. Fire Department access shall be approved by the Fire Department.
14. The entire building shall be sprinklered.
15. The building shall be equipped with smoke detectors and a fire alarm system.
16. All exit stairways must lead to an exit path that is continuous to a public way.
17. Access to the building for Fire Department use shall occur at each exit point and the main lobby.
18. A Class I standpipe shall be required at locations to be designated by the Fire Department.
19. Consideration of the use of ramps and exiting may have to be given in building design if non-ambulatory residents occupy the building.
20. The planter shown on the site corner at East Coast Highway and Buck Gully shall not exceed 24 inches in height.
21. That valet parking service be provided at all times.
22. That all employees shall park their vehicles on-site.
23. That all mechanical equipment and trash areas shall be screened from Hazel Drive, East Coast Highway and adjoining properties.
24. That all signs shall be in conformance with the provision of Section 20.06.050 A3 of the Newport Beach Municipal Code and shall be approved by the City Traffic Engineer if located adjacent to the vehicular ingress and egress. This shall not preclude the applicant from requesting a modification for the size, number and location of proposed project signs in accordance with Section 20.06.100 of the Newport Beach Municipal Code.
25. That any proposed landscaping adjacent to the public right-of-way be approved by the Public Works Department.
26. A landscape and irrigation plan for the project shall be prepared by a licensed landscape architect. The landscape plan shall integrate and phase

the installation of landscaping with the proposed construction schedule. Prior to occupancy, a licensed landscape architect shall certify to the Planning Department that the landscaping has been installed in accordance with the approved plan.

27. The landscape plan shall be subject to the review of the Parks, Beaches and Recreation Department, and the approval of the Planning Department and Public Works Department.
28. That the lighting system shall be designed and maintained in such a manner as to conceal the light source and to minimize light spillage and glare to the adjacent residential uses. The plans shall be prepared and signed by a Licensed Electrical Engineer; with a letter from the Engineer stating that, in his opinion, this requirement has been met.
29. Development of site shall be subject to a grading permit to be approved by the Building and Planning Departments.
30. That the grading plan shall include a complete plan for temporary and permanent drainage facilities, to minimize any potential impacts from silt, debris, and other water pollutants.
31. The grading permit shall include a description of haul routes, access points to the site, watering, and sweeping program designed to minimize impact of haul operations.
32. An erosion, siltation and dust control plan shall be submitted and be subject to the approval of the Building Department and a copy forwarded to the California Regional Water Quality Control Board, Santa Ana Region.
33. The velocity of concentrated runoff from the project shall be evaluated and erosive velocities controlled as part of the project design.
34. That grading, excavation and recompaction of the site shall be conducted in accordance with plans prepared by a Civil Engineer and based on recommendations of a soil engineer and an engineering geologist subsequent to the completion of a comprehensive soil and geologic investigation of the site. Permanent reproducible copies of the "Approved as Built" grading plans on standard size sheets shall be furnished to the Building Department.
35. That any roof top or other mechanical equipment shall be sound attenuated in such a manner as to achieve a maximum sound level of 55 dBA at the property line.
36. That units shall be sound attenuated to a maximum of 45 dBA CNEL for the interior living areas and 65 dBA CNEL for exterior living areas associated

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- with individual units, as measured from the area expected to experience the highest sound levels. Measurement and certification of compliance with this condition shall be completed prior to the issuance of the Certificate of Occupancy by a registered engineer practicing in acoustics.
37. The excavation area shall be fenced to prevent safety hazards during the grading and building phases.
 38. Disruption caused by construction work along roadways and by movement of construction vehicles shall be minimized by proper use of traffic control equipment and flagmen. Traffic control and transportation of equipment and materials shall be conducted in accordance with state and local requirements. A traffic control plan shall be reviewed and approved by the Public Works Department.
 39. That the required number of handicapped parking spaces shall be designated within the on-site parking area and shall be used solely for handicapped self parking and shall be identified in a manner acceptable to the City Traffic Engineer. Said parking spaces shall be accessible to the handicapped at all times. One handicapped sign on a post shall be required for each handicapped space.
 40. That the Public Works Department plan check and inspection fee shall be paid.
 41. That the facility shall be limited to a maximum of 85 units and 100 beds. The applicant shall provide to the Planning Department a copy of the report that is submitted to the State of California indicating the number of individuals residing on the premises, and the number of available beds.
 42. That it is the intention of this use permit to constitute the official zoning of the subject property in accordance with Title 20 of the Municipal Code, the Land Use Element of the General Plan and the Local Coastal Program Land Use Plan and said use permit shall run with the life of the property or until such time as the Land Use Element of the General Plan and the Local Coastal Program Land Use Plan are amended.
 43. Occupancy of the facility shall be limited to persons 62 years of age or older. (A younger spouse of a qualified resident may occupy the facility.) State law may further restrict occupancy to persons 62 years of age or older.
 44. Ancillary commercial uses in the structure shall be for the use of residents and their guests only and shall not be available to members of the general public.

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APPROVED BY CITY COUNCIL ON MAY 22, 1989 - PAGE 8

45. That the residents of the project shall not be permitted to own cars that are parked or stored on the subject property.
46. Prior to issuance of Building Grading Permits, the applicant shall enter into an agreement, the form and content of which is acceptable to the City Attorney, binding the applicant and successors-in-interest in perpetuity to an elderly personal care facility and shall be limited to an occupancy by persons 62 years of age or older. The only exception shall allow co-occupancy by the spouse of a qualified person. Restrictions shall be placed on the deed and in any other suitable binding document consistent with the provisions of the above agreement.
47. That the proposed project shall be subject to the approval of the Coastal Commission.
48. The Planning Commission may add and/or modify conditions of approval to this use permit, or recommend to the City Council the revocation of this use permit, upon a determination that the operation which is the subject of this use permit, causes injury, or is detrimental to the health, safety, peace, morals, comfort, or general welfare of the community.
49. That this facility be operated only as a personal care facility as is currently described to the Planning Commission.
50. That the height of trees on the site shall be restricted to the height of the building excluding the height of the cupola above the main roofs of the structure.
51. That when bus service is not available to the employees of the facility, the applicant shall be required to provide van service to and from the Park and Ride facility in Newport Center.
52. That the garden area above the subterranean parking lot shall be constructed of building materials that will permit said garden area to be converted to additional parking spaces, if needed, in the future.
53. That the applicant shall submit an onsite parking survey to the Planning Commission, to commence six months after the date of the opening of the facility for a period of six months. The survey hours shall be determined by the Planning Department staff. The survey shall consist of the number of automobiles onsite, the number of employees onsite, and the number of vehicles that are parked.
54. That the developer shall be responsible for the improvement of the public right-of-way adjacent to the view lookout at Glen Drive and East Coast Highway, subject to the approval of the Parks, Beaches and Recreation Department.

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55. That a plan for the control and maintenance of vegetation on the slope of Buck Gully shall be submitted to and approved by the Fire Department.
56. That during the construction period, all construction parking shall be on-site, or on an approved off-site location.
57. That the applicant shall be responsible for grading the top portion of Buck Gully adjacent to the site, including the installation of sidewalk and landscaping, subject to the approval of the Parks, Beaches and Recreation Department.
58. That the developer shall pay his fair share of a traffic signal at the intersection of Seaward Road and East Coast Highway should CalTrans technical warrants for a signal are met.

* * *

CITY OF NEWPORT BEACH

MINUTES

COUNCIL MEMBERS
 TURNER SANSONE PLUMMER STRAUSS HART COX WATT

REGULAR COUNCIL MEETING
 PLACE: Council Chambers
 TIME: 7:30 P.M.
 DATE: April 24, 1989

ROLL CALL INDEX

	TURNER	SANSONE	PLUMMER	STRAUSS	HART	COX	WATT		
								<p>Mayor Strauss presented a Proclamation in recognition of Professional Secretaries Week.</p> <p>Mayor Strauss also presented Proclamations to the five Drug Abuse Resistance Education Program essay contest winners.</p>	
Present	x	x	x	x	x	x	x	A. ROLL CALL.	
Motion								B. Reading of Minutes of Meeting of April 10, 1989, was waived, approved as written, and ordered filed.	
Ayes	x	x							
Abstain			x						
Motion				x				C. Reading in full of all ordinances and resolutions under consideration was waived, and City Clerk was directed to read by titles only.	
All Ayes									
								D. HEARINGS:	
								1. Mayor Strauss opened the public hearing and City Council review of:	U/P 3342 Emerald Assoc. (88)
								<p><u>TRAFFIC STUDY NO. 54</u> A request of <u>EMERALD ASSOCIATES</u>, Newport Beach, to approve a traffic study so as to permit the construction of an 85 unit elderly personal care facility located at 3901 East Coast Highway, Corona del Mar; zoned P-C;</p> <p style="text-align: center;">AND</p> <p><u>USE PERMIT NO. 3342</u> A request of <u>EMERALD ASSOCIATES</u>, Newport Beach, to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full-time valet parking service; and the acceptance of an Environmental Document.</p> <p>Report from the Planning Department.</p> <p>Letters to Council with 75 signatures in favor of subject project.</p> <p>Letters to Council with 130 signatures in opposition to subject project.</p>	Trfc Study No. 54
								Volume 43 - Page 140	

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The City Clerk advised that after the agenda was printed, 56 additional signatures were received in favor of the subject project, and 148 signatures in opposition.

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David Neish, representing the applicants, addressed the Council and summarized the proposal. He stated they felt the facility is unique to the property and is compatible with the recently adopted General Plan. The project represents a 300% reduction in traffic, compared with present use on the site, and has been reduced in size from 120 to 85 units. The building was originally designed with 66,500 sq. ft., but has been reduced to 50,060 sq. ft.; landscaped areas have increased from 57% to 63%; and heights have been lowered and setbacks increased. After a land use analysis was completed on the site, they felt the proposed elderly care facility was the best use for the property.

John Christeson, Vice-President of Emerald Associates, addressed the Council in support of their request. He stated they were aware that traffic was a major concern, but inasmuch as the residents residing at the facility would not be driving, there would be one-tenth of the traffic currently generated by a commercial use permitted under the new General Plan. With regard to open space, they propose a 22,000 sq. ft. front yard with 63% landscaped as open area. He compared the differences between single-family use and senior housing on the site relating to traffic, building height, parking, floor area ratios, etc. He stated he felt the City needs a personal care facility of this type and that it would be a definite asset to the community.

Victor Regnier, Associate Professor of Gerontology and Architecture at USC, addressed the Council on behalf of the applicants and stated that he has visited approximately 200-250 senior care facilities in the United States and Europe, and in the past 10 years, he has worked on approximately 80 senior projects varying in size from 20 to 1400 units. He felt the site was excellent for the proposed project, inasmuch as it provides access to Pacific Coast Highway as well as easy access to visitors of the facility. He stated that older

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persons have a desire to be located in an area where there is street activity, and also where there is a passive view of the ocean. He advised that there is a crisis as to the need for senior housing for those persons older than 75 years of age, and that the proposed project will only fulfill one-third of the demand. In conclusion, he commented that the City "desperately" needs this type of facility, and urged approval.

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Emily Headly, Vice-President of Transamerica Retirement Properties, addressed the Council on behalf of the applicants, and stated that if the project is approved, their property management company would operate the facility. She explained the difference between residential, convalescent and congregate care pursuant to State regulations. With regard to employee parking, she felt that less than half of the staff would be driving their own automobiles and others would be carpooling, or using public transportation. Concerning any increase in traffic, their busiest time would be the change in shifts at 9:00 a.m. and 7:00 p.m. She also estimates only eight deliveries per week. She summarized the "manning" of the facility, and indicated there would be one skilled attendant per 25 occupants. She stated that the average age of residents in a personal care facility is 77, but that legally they are required to accept anyone 62 years of age or older.

In response to question raised by Council Member Sansone, Mr. Regnier stated that noise is a major issue which they attempt to mitigate when designing a building. As to air pollution and emission from vehicles along Pacific Coast Highway, Mr. Regnier indicated he felt it was not a serious problem, inasmuch as the residents would be living near the ocean, which could be of some benefit to those persons who may have emphysema, respiratory problems, etc.

Mr. Neish addressed the Council again and closed his remarks as follows:

- 1) The proposal will generate considerable less traffic than the current existing project;

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2) The proposal represents the least intense project in terms of overall traffic generation as compared with any other land use;

3) 63% of site will be open space.

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With regard to the proposed 42 parking spaces, Mr. Neish stated that if all the employees drive individually to the facility each day, there will still be ample parking space to accommodate them. He stated they concur in the findings and recommendations of the staff and request the City Council to uphold the recommendation of the Planning Commission.

In response to question raised by Mayor Pro Tem Plummer, Mr. Neish stated that the applicant will commit to improving the City-owned open space area adjacent to the subject property for a view park purpose. He also stated they would donate to the City any trees currently on the site that they could not use in the project.

With regard to the parking question raised by Council Member Turner, Mr. Neish advised that a condition was added by the Planning Commission, which states that "the garden area above the subterranean parking lot shall be constructed of building materials that will permit said garden area to be converted to additional parking spaces, if needed, in the future." He also commented that they are looking into the feasibility of allowing some of the Five Crown Restaurant employees to park at the proposed senior facility in the evening, and therefore, they would not have to park on the public streets.

In response to inquiry of Council Member Hart regarding possible development standards for this project, the Planning Director stated that the subject property is in a P-C Zone, and there are three methods in which a development plan can be adopted for a planned-community district, i.e., 1) reference to an existing zoning district, or a combination of different zoning districts; 2) a "custom" zoning ordinance for this particular piece of property which would set forth development standards for a specific

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type of use; or 3) be site specific and come back to the City Council with a specific proposal. He stated it is not the staff's intention to come back to the City Council at any future date with specific development standards for assisted living or congregate care facilities outside of what has already been presented.

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In response to question raised by Council Member Hart regarding total gross area footage, Mr. Neish reported that said amount is 50,060 sq. ft., not including the covered parking which is 13,480 sq. ft. The footprint of the building is 16,858 sq. ft.

The Planning Director advised that covered parking, mechanical spaces, rooms devoted to telephone switching, electrical and plumbing spaces, etc., have never been included in computing total gross floor area ratio within a building.

With regard to height limit, Mr. Neish stated that the only area which exceeds the height limit is the "cupola," an architectural feature which, by code, is allowed to exceed the basic height limit.

The following persons addressed the Council in opposition to the project:

Len Seltzer, 519 Hazel Drive, indicated the community felt this facility was inappropriate for the site due to its size, related traffic and parking problems, and could set a precedent for the area. They also felt the building should be constructed at a more "logical" location, and that the site should be utilized as a park, or single-family housing.

Jim Crane, 323 Driftwood Road, stated he resides within two blocks of the proposed project and has lived in the City his entire 66 years. He expressed his concerns with regard to increased traffic, the possibility of the facility going out of business, employee parking, and number of deliveries to the site.

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Dick Nichols, 519 Iris Avenue, President, Corona del Mar Community Association, discussed the height limit and floor area ratio for the proposed project, trash and delivery areas, parking, and setback areas. He indicated the proposed facility was not viable for this property, inasmuch as it is adjacent to residential use.

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Mary Gilchrist, 441 Seaward Road, stated she has been in the field of nursing for 27 years, and has not heard anyone mention such items as patients in wheelchairs, number of trips for medical treatment, number of parking spaces to be required for family visitors and recreational activities. She stated that the proposed one attendant for every 25 patients for medication was inadequate according to finding of Attorney General Van de Kamp. She also commented that it was her understanding that the Kirkwood Motel has recently been sold and there is a proposal to convert the building into condominiums which would be another impact on traffic in the area.

The following persons addressed the Council in favor of the project:

Luvena Hayton, 235 Poppy Avenue, stated she has lived in Corona del Mar for 38 years and has seen nine restaurants fail at the subject site due to the location being too far removed from the business district. She felt it was time the site was used for the "good of the area," and that the proposal of Emerald Associates will fill the need in the community, as well as greatly enhance the beauty of the site. She was opposed to the property being converted to a park or used for single family housing.

Jack Dunn, 174 Shorecliff Road, stated he has lived in the area for 25 years and has seen a number of businesses come and go on the site. He felt the proposed project was the best suited for the property, and would be of great benefit to the community.

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Phil DeCarion, 2524 Ocean Boulevard, stated that he has failed twice as a restaurateur at the subject location, and that Emerald Associates has put together a project which will have less traffic problems as well as less deliveries than a restaurant.

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Del Bunn, Physician in the community, stated there is a definite need for this type of facility, and he felt that people will oppose the project no matter where it is located. He stated it is very frustrating to him to have to recommend an elderly care facility that is located outside the city to a patient who resides in Newport Beach and who would like to remain here.

Irving Burg, 2301 Bayside Drive, stated that persons who choose to continue living in the City in their later years do not have a place to go unless a project such as the one being proposed is allowed.

Dee Masters, 140 Fernleaf Avenue, stated that the developer has complied with all of the City's regulations for the use requested, and should, therefore, be allowed to proceed. She stated she welcomed the proposed project as she felt it would clean up the existing "tacky" appearing building. She also felt the applicants should be applauded for their efforts and time spent with the individual community groups.

John Killefer, 161 Shorecliff Road, stated he has been a resident for 23 years and felt the proposal was a very viable, workable project. He highlighted some of the nuisance problems as a result of the various restaurants that have been located on the site. He indicated the City now has the opportunity of "getting rid of an absolutely abominable building," which contains a restaurant, flower shop, nail salon and dog grooming shop, and urged the Council to sustain the action of

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the Planning Commission and approve the project. He added that the Shorecliff Community Association took no position on this proposal.

Robert J. Moore, 1216 Sandpoint Way, stated that he was opposed to this project initially, but after reviewing it in detail, he strongly recommends its approval.

Elizabeth Skinner, 1233 Portside Way, stated she and her husband have been residents for 37 years; are in their early eighties; and would very much like to be one of the first occupants of the proposed facility if it is approved. She stated it is their desire to spend their golden years near their family in Newport Beach.

Renfro Newcomb, 3 Sandbar, stated he has been a resident of Corona del Mar for almost 32 years, and felt the proposed project was the "best thing that could happen" to the subject property.

The following additional persons spoke in opposition to the project:

Walter Ziglar, 327 Poppy Avenue, stated that many of those speaking in favor of the project do not live within 1,000 feet of the subject area. He also does not feel the development will reduce traffic as stated by the applicant, and disputed many of the remarks made by previous speakers regarding parking, use of public transportation, etc. He submitted a petition with 40 signatures in opposition to the project from residents in Shorecliff.

Alana Peters (no address given) stated she has a Masters Degree in Gerontology and is an advocate for senior citizens; however, she felt the subject proposal could be a "disaster" socially and environmentally. She indicated that due to past experience, she believes the project as proposed will be short-term and transitional between an active life and a higher level of care or death. The cost would be prohibitive to most

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seniors as they do not want to pay out hard earned money for this type of care. She felt the owner/builder would be in financial straits within two years at which time they could possibly turn the senior residency into a hotel.

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Marian Parks, 233 Morning Canyon, indicated she was opposed to the project primarily because of increased traffic generation, parking problems for Shorecliff residents, and noise. She also felt that since the facility was legally required to accept seniors 62 years of age or older, this "opened wide" the possibility of a totally different type of facility than what is currently proposed. She urged the Council to deny the project and any other facility for the elderly in Corona del Mar.

Dan Wiseman, 336 Hazel Drive, stated he cannot dispute the need for senior housing, and complimented the developer for his efforts, but felt the location was a poor choice and the project should be denied.

John Christeson addressed the Council again, and responded to previous comments regarding subterranean parking, trash and delivery areas, wheel chair patients, visitor parking spaces, traffic volumes, etc.

In response to question raised by Council Member Turner regarding the Housing Element, Craig Bluell of the Planning Department, stated that the City's Housing Element addresses all the legal requirements of State law, and those requirements specify that the City provide a variety of housing types for all income segments of the community. There are two programs in the Housing Element, which address the issue, i.e., 1) the City will achieve a variety of housing types; and 2) senior housing programs. On the issue of the amount of housing, State law does not specify the City provide any specific amount to senior citizens; however, it does specify housing shall be provided in total to meet a specific target and that those units be provided to meet the income segments of the community.

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Council Member Sansone commented, in part, that he felt the majority of opposition to this project is a result of frustration that has been developed in old Corona del Mar due to the already existing parking problems in the area. The City has allowed an intensification of land use in old Corona del Mar through the commercial district and also an intensification of mass and bulk through the residential area, which is destroying some of that community. If building continues in this area, as has been in the past, it will no longer be a "lovely" area much longer. He also felt that the majority of residential property constructed in old Corona del Mar is speculation, with no consideration being given to the community. He expressed his concerns regarding fire access to the site, operation of the facility, parking and traffic. In closing, he indicated he could possibly support the project, to some degree, if the bulk and mass were reduced.

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Council Member Watt commented that she has viewed the site and is aware of the residents' desire to protect their residential neighborhood and views. She also recognizes the need for elderly care facilities, but feels the proposed use is "wrong" for this site, and that there are other sites available in the City for this type of facility. She felt the best use for the subject property would be open space, or single-family residential.

Council Member Hart asked the applicant if the building could be reduced to .75 x buildable including parking, whereupon Mr. Christeson replied "no."

Council Member Hart stated she was very disappointed in Mr. Christeson's answer, as she thought the project was .75 x buildable, including parking, until this evening. She also does not think single-family homes would be appropriate at the site; therefore, if there is no way to reduce the "bulk and mass" to something approximately .75 x buildable, she will have to oppose it.

Council Member Turner stated that in the recent adoption of the General Plan Amendment, the Council approved a program whereby building is allowed up to .75, with parking below ground not

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								U/P 3342
								included in the calculation, and this applicant has designed a project which complies with the requirements of the General Plan "to the letter."
								Hearing no others wishing to address the Council, the public hearing was closed.
								Mr. Christeson addressed the Council again and stated he was aware of the concerns regarding the "bulk and mass," and if there were no objections, they would like to continue the public hearing and look into the feasibility of coming back with a more "palatable" looking structure.
Motion	x							In view of the foregoing, motion was made to reopen the public hearing and continue to May 22, 1989.
Ayes	x		x	x	x	x	x	
Noes		x						
								CDBG '89/90 Program (87)
								Mayor Strauss opened the public hearing regarding the PROPOSED "STATEMENT OF COMMUNITY DEVELOPMENT OBJECTIVES AND PROPOSED USE OF FUNDS" FOR THE 1989/90 FISCAL YEAR COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM.
								Report from the Planning Department.
								Request from "Street People In Need" (SPIN) for assistance.
								The City Manager summarized the funding recommendations set forth as Items 1 through 14. He stated the total funding allocated from HUD is \$423,000; however, the available total amount for social services programs is 15%, or \$63,450.
								It was pointed out that three late requests had been received from the following organizations:
								1) S.P.I.N. - Street People in Need, Newport Beach;
								2) Assessment and Treatment Services Center;
								3) Y.M.C.A., Newport Beach.
								Charlene M. Turco, Executive Director for S.P.I.N., addressed the Council in support of their request for \$2,928,40. She stated the funds would be used to provide free services to homeless people. S.P.I.N. was founded in 1987 by a group of Newport Beach residents who

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TO: City Council
FROM: Planning Department
SUBJECT: A. Traffic Study No. 54

Request to approve a traffic study so as to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District.

AND

B. Use Permit No. 3342

Request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full-time valet parking service; and the acceptance of an environmental document.

LOCATION: Parcel 1 of Parcel Map 85-257 (Resubdivision No. 811), located at 3901 East Coast Highway, on the southeasterly corner of East Coast Highway and Hazel Drive, in Corona del Mar.

ZONE: P-C

APPLICANT: Emerald Associates, Newport Beach

OWNER: Same as applicant

Application

This application involves a request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes: A request to allow a portion of the structure to exceed the basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full-time valet parking service; and the approval of a Traffic Study. In accordance with Section 20.02.040 of the Municipal Code, the Planning Commission may approve structures in excess of the basic height limit provided that in each case a use permit is approved. Use Permit procedures are set forth in Chapter 20.80, Modifications procedures are outlined in Chapter 20.81, and Traffic Study procedures are set forth in Chapter 15.40 of the Newport Beach Municipal Code.

TO:

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Suggested Action

Hold hearing; close hearing; if desired,

- A) Approve Traffic Study No. 54 and Use Permit No. 3342 with the Findings and subject to the Conditions of Approval set forth in Exhibit "A" of the attached Planning Commission staff report;

OR

- B) Take no action on Traffic Study No. 54 and deny Use Permit No. 3342 with the Findings set forth in Exhibit "B" of the attached Planning Commission staff report.

Planning Commission Recommendation

At its meeting of March 9, 1989, the Planning Commission voted unanimously to recommend the approval of Traffic Study No. 54 and Use Permit No. 3342 to the City Council. It was the feeling of the Commission that the project, as conditioned, would maintain a minimal impact on the adjoining residential and commercial areas.

Requirement of City Council Approval

The General Plan provides that the development of the subject property shall be subject to the approval of Planned Community District Regulations and Development Plan, which the applicant is accomplishing through the use permit approval process. Inasmuch as the approval of a P-C Development Plan requires City Council approval, it will be necessary for the City Council to approve the subject use permit and related Traffic Study, whereas use permits and traffic studies normally do not require City Council action. It is staff's opinion that the use permit rather than a P-C Development Plan procedure will allow the City the opportunity to review the specifics of a proposed project based on the operational characteristics of the specific type of senior housing being proposed, and establish the appropriate development standards relative to the specific nature of the project.

Respectfully submitted,

PLANNING DEPARTMENT
JAMES D. HEWICKER, Director

by



W. WILLIAM WARD
Senior Planner

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<p>Motion All Ayes</p>	<p><u>E. Resubdivision No. 889 (Public Hearing)</u></p> <p>Request to resubdivide four existing lots into a single parcel of land for commercial development.</p> <p>LOCATION: Lots 25-28, Block 23, Newport Beach, located at 111-117 23rd Street, on the northwesterly side of 23rd Street, between West Ocean Front and West Balboa Boulevard, in the Cannery Village/McFadden Square Specific Plan Area.</p> <p>ZONE: SP-6</p> <p>APPLICANT: Piero Serra, Newport Beach</p> <p>OWNER: Same as applicant</p> <p>ENGINEER: Jim Skaug, Laguna Beach</p> <p>James Hewicker, Planning Director, stated that the applicant has requested that this item be continued to the March 23, 1989, Planning Commission meeting.</p> <p>* Motion was made and voted on to continue Item No. 4, General Plan Amendment No. 88-2(A), Local Coastal Program Land Use Plan Amendment No. 15, Amendment No. 674, Use Permit No. 3195 (Amended), and Resubdivision No. 889 to the March 23, 1989, Planning Commission meeting. MOTION CARRIED.</p>	
	<p><u>A. Traffic Study No. 54 (Public Hearing)</u></p> <p>Request to approve a traffic study so as to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District.</p> <p>AND</p> <p><u>B. Use Permit No. 3342 (Public Hearing)</u></p> <p>Request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the</p>	<p><u>Item No.5</u></p> <p><u>TS 54</u></p> <p><u>UP 3342</u></p> <p><u>Approved</u></p>

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Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full time valet parking service; and the acceptance of an environmental document.

LOCATION: Parcel 1 of Parcel Map 85-257 (Resubdivision No. 811), located at 3901 East Coast Highway, on the southeasterly corner of East Coast Highway and Hazel Drive, in Corona del Mar.

ZONE: P-C

APPLICANT: Emerald Associates, Newport Beach

OWNER: Same as applicant

James Hewicker, Planning Director, stated that inasmuch as the subject use permit constitutes a Planned Community Development Plan for the property in question, the Planning Commission's action shall be to make a recommendation to the City Council. Mr. Hewicker submitted four letters of correspondence to the Planning Commission that were presented to him prior to the subject public hearing.

The public hearing was opened in connection with this item, and Mr. David Neish, appeared before the Planning Commission to represent the applicants. Mr. Neish explained that the applicants' presentation will consist of concerns expressed by area residents prior to the subject public hearing. He stated that Mr. Victor Regnier, Associate Professor of Gerontology and Architecture at USC will address the appropriateness of the site and the need for the use. He stated that Emily Headly, Vice President of Transamerica Retirement Properties, will address the concerns regarding the facility's operation.

Mr. Neish addressed the previous senior care proposals that were submitted to the Planning Commission. He explained that subsequent to the approval of Use Permit No. 3312 by the Planning Commission on June 9, 1988, that the applicants withdrew the application prior to the City Council public hearing pending the adoption of the General Plan update. Mr. Neish stated that as a result of the previous opposition by the residents to the previous proposals, and the adopted General Plan, that the land use analysis that the applicants prepared considers floor area ratios, percentage of property that would remain in open space, traffic and parking statistics. He stated that after completion of the study, the applicants considered uses such as restaurants, retail facilities, office

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facilities, hotel, residential, senior congregate care, and the proposed senior personal care facility. Mr. Neish explained that as a result of the study, the applicants decided that the senior personal care facility was the use they desired to pursue.

Mr. Neish compared the proposed project to the foregoing Use Permit No. 3312, and he stated that there is a 25 percent reduction in the gross floor area, and a deletion of 23 units. He explained that the proposal consists of approximately 55,000 square feet, the footprint is 16,858 square feet, resulting in 63.2 percent of the site to be open space and landscaping. He stated that the westerly wing has been removed, the building has been reduced, and the setbacks have been increased at East Coast Highway and Hazel Drive.

Mr. Neish explained that the proposed project complies with the adopted General Plan inasmuch as the General Plan recognizes the need for additional senior housing throughout the City. He stated that the Land Use Element of the adopted General Plan encourages property owners to build senior housing based on uses that attract a lower traffic generation. He explained that a low trip generation use may exceed the base floor area ratio of 0.5 up to a maximum of 0.75 floor area ratio.

Mr. Victor Regnier, Gerontology and Architecture Professor at USC appeared before the Planning Commission on behalf of the applicants. Mr. Regnier stated that senior care facilities are often located on major streets similar to East Coast Highway for reasons that include a better access to public transportation for employees, and as an easy access for families and friends of the residents. He advised that the residents have a desire to be located in areas that include both a passive side such as the ocean, and the activity of an urban area. Mr. Regnier indicated that there is a need for senior housing inasmuch as the City consists of 10,000 senior citizens, 4,500 residents older than 75 years of age, resulting in four to five times the number of qualified applicants that is needed to fill the facility. Mr. Regnier commented that statistically 20 to 25% of the residents would move to the facility in Newport Beach so as to be closer to their children. Mr. Regnier concluded that the number of residents 75 years of age or older is growing eight times faster than the general public.

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In response to questions posed by Commissioner Debay regarding residents who oppose a senior facility in their residential community, Mr. Regnier commented that residents are often concerned about the financial impact that a senior facility would have in the neighborhood, and also what the affect would be on the lifestyle of the neighborhood.

In response to a question posed by Commissioner Winburn regarding the economic feasibility of "freestanding" senior facilities, Mr. Regnier indicated that there are a number of "freestanding" facilities throughout the State of California that are economically successful. He explained that the subject facility is designed to be financially viable considering the demand in the community for senior facilities.

In response to questions posed by Chairman Pomeroy concerning the length of time of residency per apartment, Mr. Regnier replied that depending upon other alternatives, that the estimated tenure is from two and one-half years to five years. Mr. Regnier further replied that the quality of life in a personal care facility is much better than in a nursing home, and he forecasted a great demand for similar facilities.

Ms. Emily Headly, Vice President of Transamerica Properties Management, appeared before the Planning Commission on behalf of the applicants. Ms. Headly presented personal and management background information concerning the property management company that operates senior housing facilities exclusively. Ms. Headly explained that the personal care facility must adhere to numerous Government medical care regulations, and the facility is also controlled by the types of residents that the facility may admit.

Mr. Neish reappeared before the Planning Commission to summarize the proposed project. He concurred with the findings and conditions in Exhibit "A".

In response to questions posed by Commissioner Person regarding Condition No. 41 which states that the facility shall be limited to a maximum of 85 units and 100 beds, Mr. Hewicker explained that the City could request that the applicant submit a report verifying the number of persons or beds that are occupied on a semi-annual or annual basis.

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	<p>Mr. Neish advised that the applicants would be willing to produce reports to the Planning Department when the reports are submitted to the State of California.</p> <p>In response to questions posed by Commissioner Edwards regarding concerns that have been expressed by residents regarding fire access along the southwesterly and western property lines, Mr. Hewicker and Mr. Neish explained that the Fire Department will be reviewing preliminary plans and final plans of the project and the applicants will be required to adhere to all of the recommendations by the Fire Department.</p> <p>In response to Commissioner Person's statements concerning the possible need for an increase in the number of parking spaces, Mr. Neish explained that there is ample parking for the facility; however, he said that the front garden and entry area could be converted to accommodate additional parking spaces. Mr. Neish requested that the Planning Commission approve the parking plan as submitted by the applicant with the option to review the available parking periodically. Commissioner Person asked if the applicants would accept a condition requesting that the garden area above the subterranean parking lot be constructed in such a manner that there would be an area for additional parking spaces if needed in the future. Mr. Neish advised that the area that the applicants had considered for additional parking, if needed, would be the landscaped courtyard area at the intersection of Hazel Drive and East Coast Highway.</p> <p>Commissioner Debay commented that Condition No. 45 states that the residents of the project shall not be permitted to own cars that are parked or stored on the subject property. Mr. Neish commented that the parking area would only be for the staff and visitors.</p> <p>In response to a question posed by Commissioner Winburn regarding the aforementioned analysis chart that was submitted by the applicants that is attached to the staff report, Mr. Hewicker replied that the applicants submitted the results of the analysis between October and December, 1988, for staff's review. Mr. Hewicker stated that staff was agreeable to the applicants' results after staff considered all of the uses and intensities that would be permitted on the site.</p> <p>In reference to Condition No. 46 regarding an agreement binding the applicant to an elderly personal care facility, Commissioner Winburn asked if the applicant would agree to</p>	

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	<p>limit the use to an assist care or personal care facility so the operation could not be converted into a congregate care or convalescent facility. Mr. Neish agreed to the request.</p> <p>In response to questions posed by Commissioner Debay, Mr. Neish stated that if the applicants constructed 20 residential units as an alternate use, that each unit would be marketed in the range of \$750,000. to \$1 million.</p> <p>The Planning Commission recessed at 8:50 p.m. and reconvened at 9:05 p.m.</p> <p>In response to a question posed by Commissioner Person regarding the height, bulk, and mass of the cupula portion of the project, Mr. Kermit Dorius, architect, appeared before the Planning Commission. Mr. Dorius explained that the height of the cupula that houses the elevator and stairway could be reduced; however, the cupula is the focal point of the project's design.</p> <p>Commissioner Debay asked how the residents could be monitored to be assured that they would not park their automobiles on the adjacent streets. Mr. Hewicker stated that it would be necessary for the residents to park or store their automobiles at another location. Ms. Headly reappeared before the Planning Commission to state that assist living residents do not drive automobiles, and that is one reason why they move into this type of a facility. She stated that if a resident wanted to drive an automobile that the individual would move into a congregate care facility.</p> <p>Commissioner Winburn and Ms. Headly discussed the relationship of the individuals to each other who reside together, and if their would be an attendant that would be driving an automobile.</p> <p>In response to a question posed by Chairman Pomeroy regarding the 15 double occupancy rooms, Ms. Headly explained that the applicants are required to designate the maximum number of beds when they are applying for a license.</p> <p>Mrs. Marian Parks, 233 Morning Canyon Drive, appeared before the Planning Commission to address the following concerns. Mrs. Parks referred to Condition No. 43 that states that "Occupancy of the facility shall be limited to persons 62 years of age or older. (A younger spouse of a</p>

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qualified resident may occupy the facility.) State law may further restrict occupancy to persons 62 years of age or older.", and she stated that the condition maintains that individuals other than what the applicants have indicated could reside at the facility. Mrs. Parks inquired if the facility will provide linen and laundry service, and if the operators of the beauty and barber shop have been included as a part of the staff. Mrs. Parks stated that no bus service would be provided for the evening and night employees after 8:00 p.m., and she indicated that inasmuch as it is nearly impossible for a van to make a "U" turn at the intersection of Seaward Road and East Coast Highway that the van would be required to drive through the Shorecliffs area so as to turn north at the signal at the intersection of Morning Canyon Road and East Coast Highway.

Mr. Jon Christeson, applicant, appeared before the Planning Commission to address the foregoing concerns. Mr. Christeson advised that Condition No. 43 would not directly affect their operation, but that the condition is a standard requirement used by the City and tested by the courts inasmuch as it is a valid age restriction. In response to a question posed by Commissioner Person, Mr. Christeson stated that he would not be opposed to the deletion of "a younger spouse of a qualified resident may occupy the facility". Robert Burnham, City Attorney, stated that provisions of the Unruh Act allow the City to establish conditions which require occupancy for persons of a certain age or more depending upon the size of the project. Mr. Burnham stated that he would have a concern if the foregoing statement were deleted inasmuch as it would be infringing upon the freedom of individuals who are otherwise qualified to reside in the establishment.

Mr. Christeson stated that the residents' personal laundry needs will be performed on the premises, and that the beauty salon staff was not included as a part of the staff inasmuch as the operators would not be on the premises on a full time basis. He stated that the evening shift consists of ten employees and the late night shift consists of five employees, indicating that there would be adequate parking spaces if the employees drove automobiles. In reference to the "U" turn at Seaward Road and East Coast Highway, Mr. Christeson maintained that any business that would be located on the site would have the same difficulty, but that the subject facility would be making the fewest "U" turns. In response to questions posed by Commissioner Person, Mr. Christeson replied that the evening and late night employees could be picked up and

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delivered to the Park and Ride facility located in Newport Center. Mr. Christeson stated that he would agree to a condition stating "that employees who travel on the bus when bus service is not available to the site would be picked up at Park and Ride facility in Newport Center."

Mrs. Betty Felling, 309 Grand Canal, appeared before the Planning Commission to address concerns regarding the cost of emergency equipment to the City, emergency exits for the senior residents, and modes of transportation to the site by the visitors and employees. Mr. Hewicker commented that there are stringent emergency standards that need to be met in accordance with the Fire and Building Departments.

Mr. Dick Nichols, representing the Corona del Mar Community Association Board of Directors, appeared before the Planning Commission to state that the Association unanimously opposes the proposed project, and he referred to the letter that they submitted to the Newport Beach City Council. Mr. Nichols objected to the commercial project extending into an R-1 residential area. Mr. Nichols proposed the subject site be developed for residential at six to 10 units per acre. He addressed the bulk of the project, that the building would be an imposing structure in Corona del Mar, that no service entrances have been provided and that there are no provisions for a trash dumpster, that there is not a service road access from East Coast Highway, and that the roof line would exceed the height of a residential development. Mr. Nichols stated that the Association did not study the proposed plans because the developers did not submit project plans to them. Commissioner Winburn and Mr. Nichols discussed a condition requesting that the facility be limited to personal care only.

Mrs. Dottie Valentine, 307 Driftwood Road, appeared before the Planning Commission, to personally state her support of the project. As a member of the Board of Directors of the Shorecliffs Community Association, Mrs. Valentine stated that the Board of Directors met and voted on March 1, 1989, to not oppose the proposed project. In response to a question posed by Commissioner Winburn, Mrs. Valentine concurred that the Shorecliffs Community Association opposed the previous project.

Mr. Lars DeJounge, 208 Marigold Avenue, appeared before the Planning Commission. Mr. DeJounge stated that there is a need for privately owned senior facilities in the

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community, and he emphasized that the need is going to become greater in the future.

Mr. John Killifer, resident of Shorecliffs in Corona del Mar, appeared before the Planning Commission in support of the proposed project. Mr. Killifer stated that when restaurants were proposed for the subject site many years ago, the residents stated their concerns regarding "U" turns at Seaward Road and East Coast Highway. Mr. Killifer emphasized that there is a need for a senior housing facility in Corona del Mar, and for a "decent" development on the subject property. He stated that the subject site is ideal for the facility, and the disruption to the neighborhood would be minimal.

Mr. Bill DeMayo, 511 Hazel Drive, appeared before the Planning Commission to state that his preference would be that the subject site consist of residential units. Mr. DeMayo pointed out that the proposed project will be in a view plane, and he requested that a condition be established that the trees on the property not be allowed over the roof line. Mr. Christeson reappeared before the Planning Commission to state that the applicants would agree to the condition.

Mr. Haskel Shaparo, resident of Shorecliffs in Corona del Mar, appeared before the Planning Commission, to state his concern regarding the traffic impact that the project would have on the neighborhood during the summer when the residents will have many visitors.

Ms. Kay Hull, resident of Shorecliffs in Corona del Mar, appeared before the Planning Commission to state her opposition to the proposed project. She stated that the opinion of the Shorecliffs Community Association Board of Director is not the opinion of all of the residents in Shorecliffs. Ms. Hull expressed her concern that if the facility is not properly fenced that the residents could wander away from the facility. Ms. Headly reappeared before the Planning Commission to explain that staff will take a resident roll call at each meal. She stated that a member of the staff will escort any resident outside who needs assistance. She commented that the majority of the residents are individuals who are capable of taking care of themselves inasmuch as residents must meet that requirement before they are accepted by management to reside at the facility.

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Mr. Jon Christeson reappeared before the Planning Commission. He stated that the project is proposed to have a fence that will be designed to blend in with the English Country Garden theme. He explained that the access points will be controlled, and that there will be two outdoor recreational areas away from the egress of the site. Mr. Christeson stated that the combination of staff supervision, the architectural design of the facility, and the entrance requirements of the residents should address the concerns regarding residents wandering from the site.

There being no others desiring to appear and be heard, the public hearing was closed at this time.

Commissioner Person compared the proposed project to the previous projects that have come before the Planning Commission. He stated that he supported Use Permit No. 3312 that was approved by the Planning Commission on June 9, 1988, and he commented that the proposed development has been reduced from that project. Commissioner Person indicated that the Planning Commission has the ability to impose controls on the proposed project that are necessary to insure that the facility maintains itself, to be assured that it is properly operated, and to maintain a minimal impact on the commercial and residential communities.

Motion

*

Motion was made to approve Traffic Study No. 54 and Use Permit No. 3342 subject to the findings and conditions in Exhibit "A", including the following modifications and additions to the conditions:

Modify Condition No. 41: add "The applicant shall provide to the Planning Department a copy of the report that is submitted to the State of California indicating the number of individuals residing on the premises, and the number of available beds."

Add Condition No. 49: "That this facility be operated only as a personal care facility as is currently described to the Planning Commission." Commissioner Winburn suggested that "or similar use with the same trip generation characteristics which" be deleted in Condition No. 46, and that Condition No. 46 be modified to state "...binding the applicant and successors-in-interest in perpetuity to an elderly personal care facility, and shall be limited to an occupancy by persons 62 years of age or older. ..." Commissioner Person explained that modified Condition No. 46 and added Condition No. 49 would require the applicants to come back to the Planning Commission for

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a modification if there would be any change in the operational characteristics to any other type of senior facility or any other type of residential facility.

Add Condition No. 50: "That the height of trees on the site shall be restricted to the height of the building." The maker of the motion explained that the height of the building does not include the height of the cupula.

Add Condition No. 51: "That the cupula be substantially reduced in height."

Add Condition No. 52: "That when bus service is not available to the employees of the facility, the applicant shall be required to provide van service to and from the Park and Ride facility in Newport Center."

Add Condition No. 53: "That the garden area above the subterranean parking lot shall be constructed of building materials that will permit said garden area to be converted to additional parking spaces, if needed, in the future." Commissioner Person explained that if it is found by the Planning Commission that there is a need for additional automobiles on site that adequate parking spaces would outweigh the aesthetics of the project.

Add Condition No. 54: "That the applicant shall submit an on-site parking survey to the Planning Commission, to commence six months after the date of the opening of the facility for a period of six months. The survey hours shall be determined by the staff. The survey shall consist of the number of automobiles onsite, the number of employees onsite, and the number of vehicles that are parked."

Commissioner Debay stated that she concurred with the foregoing motion with the exception of Condition No. 51 regarding the reduced height of the cupula.

Commissioner Di Sano stated that he would support the motion with the exception of Condition No. 51 as stated by Commissioner Debay inasmuch as the cupula maintains the theme for the project, and it is aesthetically pleasing. He stated his support of Use Permit No. 3312 as approved in June, 1988, and the proposed project. He commented that the applicants have been especially responsive to the needs and concerns of the people who have been supportive of the project, and the people who were not supportive of the

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Substitute Motion Ayes Noes	<p>project. Commissioner Di Sano emphasized that the residents of the City should be totally responsible for their own citizens through their senior years.</p> <p>Commissioner Person stated that the cupula is 11 feet, or one story, taller than the maximum ridge of any other element in the project. He stated that the cupula could be reasonably reduced to be aesthetically pleasing. Discussion ensued between the Planning Commission regarding what they would consider a "reasonable" height reduction.</p> <p>Substitute motion was made and voted on to delete the foregoing Condition No. 51 regarding the height of the cupula, and to request that the height of the cupula remain as it exists on the plans that were submitted by the applicant. MOTION CARRIED.</p>	
All Ayes	<p>Motion was voted on to approve Traffic Study No. 54 and Use Permit No. 3342, subject to the findings and conditions in Exhibit "A", as previously stated. MOTION CARRIED.</p>	
	<p>A. <u>Environmental Document</u>: Accept the environmental document, making the following findings:</p> <ol style="list-style-type: none"> 1. That an Initial Study and Negative Declaration have been prepared in compliance with the Environmental Quality Act (CEQA), the State CEQA Guidelines, and Council Policy K-3. 2. That the contents of the environmental document have been considered in the various decisions on this project. 3. The project will not have any significant environmental impact. <p>B. <u>Traffic Study No. 54</u>: Approve the traffic study with the following findings:</p> <ol style="list-style-type: none"> 1. That a Traffic Study has been prepared which analyzes the impact of the proposed project on the peak hour traffic and circulation system in accordance with Chapter 15.40 of the Newport Beach Municipal Code and City Policy S-1. 2. The project, as proposed, will generate less traffic than the uses which currently exist on-site in the evening peak hour on a daily basis. 	

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3. The increased traffic in the morning peak hour is less than 10% of existing traffic on any approach leg of affected intersections.

C. Use Permit No. 3342: Approve the use permit with the findings and subject to the following conditions of approval:

Findings:

1. The project will comply with all applicable City and State Building Codes and Zoning requirements for new building applicable to the district in which the proposed project is located, except the height of the proposed stair/elevator tower.

2. That the proposed development is consistent with the General Plan and the adopted Local Coastal Program, Land Use Plan, and is compatible with surrounding land uses.

3. That adequate off-street parking and related vehicular circulation are being provided in conjunction with the proposed development.

4. The building height will result in more public visual open space and views than is required by the basic height limit.

5. The building height will result in a more desirable architectural treatment of the building and a stronger and more appealing visual character of the area than is required by the basic height limit.

6. The building height will not result in undesirable or abrupt scale relationships being created between the structure and existing developments or public spaces inasmuch as the project has provided increased setbacks from public streets and adjoining residential property.

7. The structure will have no more floor area than could have been achieved without the use permit for the building height.

8. That the design of the proposed improvements will not conflict with any easements acquired by the public at large for access through or use of property with the proposed development.

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	<p>9. That the use of tandem parking spaces in conjunction with a full-time valet parking service will not, under the circumstances of this case be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing and working in the neighborhood or be detrimental or injurious to property or improvements in the neighborhood or the general welfare of the City, and further that the proposed modifications are consistent with the legislative intent of Title 20 of the Municipal Code.</p> <p>10. That public improvements may be required of a developer per Section 20.80.060 of the Municipal Code.</p> <p>11. That Section 13.05.010 of the Municipal Code requires that public improvements be completed in commercial areas prior to the issuance of Building Permits for a new structure.</p> <p>12. That the sidewalk along East Coast Highway is the only pedestrian access between the Shorecliffs Development and the business district of Corona del Mar on the southerly side of East Coast Highway.</p> <p>13. That it has been demonstrated that the traffic to be generated by the proposed project will not exceed that which would be generated if the base traffic generation rate were applied to a project developed at the base floor area ratio.</p> <p>14. That the projections of traffic to be generated by the project have been based on standard traffic generation rates generally applied to an elderly personal care facility.</p> <p>15. That the proposed project is a single use development that will be restricted to an 85 unit (100 bed) elderly personal care facility upon which the traffic equivalency was based.</p> <p>16. The proposed use and physical improvements are such that the approved project would not readily lend itself to conversion to a higher traffic generating use.</p> <p>17. The increased floor area ratio will not result in significant impairment of public views.</p>

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18. That the site is physically suitable for the floor area proposed, considering that a 0.5 F.A.R. office or retail use with an additional 0.25 above grade structure parking could be constructed on the site which would contain approximately the same building floor area and building bulk as the proposed project.

19. The approval of Use Permit No. 3342 will not under the circumstances of this case be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing and working in the neighborhood or be detrimental or injurious to property or improvements in the neighborhood or the general welfare of the City.

Conditions:

1. That development shall be in substantial conformance with the approved plot plan, floor plans, elevations and sections, except as noted below.
2. That a hydrology and hydraulic study be prepared by the applicant and approved by the Public Works Department, along with a master plan of water, sewer and storm drain facilities for the on-site improvements prior to issuance of a grading permit. Any modifications or extension to the existing storm drain, water and sewer systems shown to be required by the study shall be the responsibility of the developer.
3. That all improvements be constructed as required by ordinance and the Public Works Department.
4. That a standard use permit agreement and accompanying surety be provided in order to guarantee satisfactory completion of the public improvements, if it is desired to obtain a building permit prior to completion of the public improvements.
5. That the on-site parking, vehicular circulation and pedestrian circulation systems shall be subject to further review by the Traffic Engineer and shall be modified in the following manner:
 - a. Access to the subterranean parking area shall be a minimum of 24 feet wide.

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b. Parking shall not be permitted within the circular motor court so as to provide required emergency vehicle access to the project.

c. That the planter at the center of the circular motor court shall be redesigned to Fire Department standards.

d. That the driveway design shall conform to Sight Distance Standard Plan 110-L.

e. That the proposed drives and ramps shall not exceed a 15 percent slope with change of grade not to exceed 11 percent.

f. A minimum five foot wide sidewalk shall be provided on the west side of the driveway.

6. That an access ramp be constructed per City Standard No. 181-L at the intersection of East Coast Highway and Hazel Drive; that unused drive aprons be removed and replaced with curb, gutter and sidewalk along the East Coast Highway and Hazel Drive frontages; and that all deteriorated portions of curb, gutter and sidewalk be reconstructed along East Coast Highway and Hazel Drive frontages.

7. That all work within the East Coast Highway right-of-way be completed under an Encroachment Permit issued by the California Department of Transportation.

8. That the intersection of the East Coast Highway and drives be designed to provide sight distance for a speed of 40 mile per hour. Slopes, landscaping, walls and other obstruction shall be considered in the sight distance requirements. Landscaping with the sight distance line shall not exceed twenty-four inches in height. The sight distance requirement may be approximately modified at non-critical locations, subject to approval of the Traffic Engineer.

9. That prior to issuance of any grading or building permits for the site, the applicant shall demonstrate to the satisfaction of the Public Works Department and the Planning Department that adequate sewer facilities will be available for the project. Such

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	<p>demonstration shall include verification from the City's Utilities Department and the Orange County Sanitation District.</p> <p>10. County Sanitation District fees shall be paid prior to issuance of any building permits.</p> <p>11. That a minimum of 40 offstreet parking spaces shall be provided for the proposed development.</p> <p>12. Construction shall meet the requirements of the UBC and the California Administrative Codes - Titles 19 and 24.</p> <p>13. Fire Department access shall be approved by the Fire Department.</p> <p>14. The entire building shall be sprinklered.</p> <p>15. The building shall be equipped with smoke detectors and a fire alarm system.</p> <p>16. All exit stairways must lead to an exit path that is continuous to a public way.</p> <p>17. Access to the building for Fire Department use shall occur at each exit point and the main lobby.</p> <p>18. A Class I standpipe shall be required at locations to be designated by the Fire Department.</p> <p>19. Consideration of the use of ramps and exiting may have to be given in building design if non-ambulatory residents occupy the building.</p> <p>20. The planter shown on the site corner at East Coast Highway and Buck Gully shall not exceed 24 inches in height.</p> <p>21. That valet parking service be provided at all times.</p> <p>22. That all employees shall park their vehicles on-site.</p> <p>23. That all mechanical equipment and trash areas shall be screened from Hazel Drive, East Coast Highway and adjoining properties.</p> <p>24. That all signs shall be in conformance with the provision of Section 20.06.050 A3 of the Newport</p>	

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	<p>Beach Municipal Code and shall be approved by the City Traffic Engineer if located adjacent to the vehicular ingress and egress. This shall not preclude the applicant from requesting a modification for the size, number and location of proposed project signs in accordance with Section 20.06.100 of the Newport Beach Municipal Code.</p> <p>25. That any proposed landscaping adjacent to the public right-of-way be approved by the Public Works Department.</p> <p>26. A landscape and irrigation plan for the project shall be prepared by a licensed landscape architect. The landscape plan shall integrate and phase the installation of landscaping with the proposed construction schedule. Prior to occupancy, a licensed landscape architect shall certify to the Planning Department that the landscaping has been installed in accordance with the approved plan.</p> <p>27. The landscape plan shall be subject to the review of the Parks, Beaches and Recreation Department, and the approval of the Planning Department and Public Works Department.</p> <p>28. That the lighting system shall be designed and maintained in such a manner as to conceal the light source and to minimize light spillage and glare to the adjacent residential uses. The plans shall be prepared and signed by a Licensed Electrical Engineer; with a letter from the Engineer stating that, in his opinion, this requirement has been met.</p> <p>29. Development of site shall be subject to a grading permit to be approved by the Building and Planning Departments.</p> <p>30. That the grading plan shall include a complete plan for temporary and permanent drainage facilities, to minimize any potential impacts from silt, debris, and other water pollutants.</p> <p>31. The grading permit shall include a description of haul routes, access points to the site, watering, and sweeping program designed to minimize impact of haul operations.</p>	

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	<p>32. An erosion, siltation and dust control plan shall be submitted and be subject to the approval of the Building Department and a copy forwarded to the California Regional Water Quality Control Board, Santa Ana Region.</p>	
	<p>33. The velocity of concentrated runoff from the project shall be evaluated and erosive velocities controlled as part of the project design.</p>	
	<p>34. That grading, excavation and recompaction of the site shall be conducted in accordance with plans prepared by a Civil Engineer and based on recommendations of a soil engineer and an engineering geologist subsequent to the completion of a comprehensive soil and geologic investigation of the site. Permanent reproducible copies of the "Approved as Built" grading plans on standard size sheets shall be furnished to the Building Department.</p>	
	<p>35. That any roof top or other mechanical equipment shall be sound attenuated in such a manner as to achieve a maximum sound level of 55 dBA at the property line.</p>	
	<p>36. That units shall be sound attenuated to a maximum of 45 dBA CNEL for the interior living areas and 65 dBA CNEL for exterior living areas associated with individual units, as measured from the area expected to experience the highest sound levels. Measurement and certification of compliance with this condition shall be completed prior to the issuance of the Certificate of Occupancy by a registered engineer practicing in acoustics.</p>	
	<p>37. The excavation area shall be fenced to prevent safety hazards during the grading and building phases.</p>	
	<p>38. Disruption caused by construction work along roadways and by movement of construction vehicles shall be minimized by proper use of traffic control equipment and flagmen. Traffic control and transportation of equipment and materials shall be conducted in accordance with state and local requirements. A traffic control plan shall be reviewed and approved by the Public Works Department.</p>	
	<p>39. That the required number of handicapped parking spaces shall be designated within the on-site parking area and shall be used solely for handicapped self</p>	

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parking and shall be identified in a manner acceptable to the City Traffic Engineer. Said parking spaces shall be accessible to the handicapped at all times. One handicapped sign on a post shall be required for each handicapped space.

- 40. That the Public Works Department plan check and inspection fee shall be paid.
- 41. That the facility shall be limited to a maximum of 85 units and 100 beds. The applicant shall provide to the Planning Department a copy of the report that is submitted to the State of California indicating the number of individuals residing on the premises, and the number of available beds.
- 42. That it is the intention of this use permit to constitute the official zoning of the subject property in accordance with Title 20 of the Municipal Code, the Land Use Element of the General Plan and the Local Coastal Program Land Use Plan and said use permit shall run with the life of the property or until such time as the Land Use Element of the General Plan and the Local Coastal Program Land Use Plan are amended.
- 43. Occupancy of the facility shall be limited to persons 62 years of age or older. (A younger spouse of a qualified resident may occupy the facility.) State law may further restrict occupancy to persons 62 years of age or older.
- 44. Ancillary commercial uses in the structure shall be for the use of residents and their guests only and shall not be available to members of the general public.
- 45. That the residents of the project shall not be permitted to own cars that are parked or stored on the subject property.
- 46. Prior to issuance of Building Grading Permits, the applicant shall enter into an agreement, the form and content of which is acceptable to the City Attorney, binding the applicant and successors-in-interest in perpetuity to an elderly personal care facility and shall be limited to an occupancy by persons 62 years of age or older. The only exception shall allow co-occupancy by the spouse of a qualified

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	<p>person. Restrictions shall be placed on the deed and in any other suitable binding document consistent with the provisions of the above agreement.</p> <p>47. That the proposed project shall be subject to the approval of the Coastal Commission.</p> <p>48. The Planning Commission may add and/or modify conditions of approval to this use permit, or recommend to the City Council the revocation of this use permit, upon a determination that the operation which is the subject of this use permit, causes injury, or is detrimental to the health, safety, peace, morals, comfort, or general welfare of the community.</p> <p>49. That this facility be operated only as a personal care facility as is currently described to the Planning Commission.</p> <p>50. That the height of trees on the site shall be restricted to the height of the building excluding the height of the cupula above the main roofs of the structure.</p> <p>51. That when bus service is not available to the employees of the facility, the applicant shall be required to provide van service to and from the Park and Ride facility in Newport Center.</p> <p>52. That the garden area above the subterranean parking lot shall be constructed of building materials that will permit said garden area to be converted to additional parking spaces, if needed, in the future.</p> <p>53. That the applicant shall submit an onsite parking survey to the Planning Commission, to commence six months after the date of the opening of the facility for a period of six months. The survey hours shall be determined by the Planning Department staff. The survey shall consist of the number of automobiles onsite, the number of employees onsite, and the number of vehicles that are parked.</p> <p style="text-align: center;">* * *</p>

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Transamerica
Real Estate Services



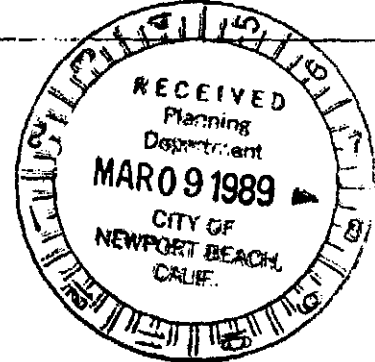
Transamerica
Retirement Management Corporation

190 S. Orchard, Suite 205
Vacaville, California 95688
(707) 447-1873

Carolyn D. Horrell
President

#5

March 8, 1989



Mr. Hewicker
Planning Director
3300 Newport Beach Blvd.
Newport Beach, California 92658-8915

Dear Mr. Hewicker:

I recently spoke with Ms. Joan Windburn and she suggested that I send you some copies of the brochure that our management company distributes. We are the organization that will be operating Emerald Village in Corona Del Mar for Emerald Associates.

Please note that our company has been in the industry over 8 years and I, as president, have approximately 18 years experience. The company was sold to Transamerica Realty Services, Inc. 2 1/2 years ago and we opted to change the name from Investment Property Management to Transamerica Retirement Management in the latter part of 1988.

Enclosed are copies of our brochure to distribute to Staff and Planning Commissioners for the purpose of review prior to the Planning Commission meeting. The Emerald Village project is Item #5 on the agenda.

If you have any questions, please feel free to contact me.

Sincerely,

Carolyn D. Horrell
President

cc: Emerald Associates

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CITY OF NEWPORT BEACH

TO: Planning Commission
FROM: Planning Department
SUBJECT: A. Traffic Study No. 54 (Public Hearing)

Request to approve a traffic study so as to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District.

AND

B. Use Permit No. 3342 (Public Hearing)

Request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full time valet parking service; and the acceptance of an environmental document.

LOCATION: Parcel 1 of Parcel Map 85-257 (Resubdivision No. 811), located at 3901 East Coast Highway, on the southeasterly corner of East Coast Highway and Hazel Drive, in Corona del Mar.

ZONE: P-C

APPLICANT: Emerald Associates, Newport Beach

OWNER: Same as applicant

Application

This application involves a request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes: a request to allow a portion of the structure to exceed the basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the

TO:

City Council - 3

▶ Attachments for City Council Only:

Planning Commission Staff Report dated 3/9/89

Excerpt of Planning Commission Minutes dated 3/9/89

Letter of Information from Transamerica dated 3/8/89

Letters of Support

Letters of Opposition

Typical Floor Plans of Proposed Units

Site Plan, Floor Plans, Elevations and Sections

TO:

Planning Commission-2.

use of tandem parking spaces in conjunction with a full time valet parking service; and the approval of a Traffic Study. In accordance with Section 20.02.040 of the Municipal Code, the Planning Commission may approve structures in excess of the basic height limit provided that in each case a use permit is approved. Use permit procedures are set forth in Chapter 20.80, modification procedures are outlined in Chapter 20.81 and traffic study procedures are set forth in Chapter 15.40 of the Newport Beach Municipal Code.

Environmental Significance

In accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines and City Council Policy K-3, an Initial Study has been prepared for the proposed project. Based on the information contained in the Initial Study, it has been determined that the project will not have a significant effect on the environment. Therefore, a Negative Declaration has been prepared for the project and is attached for the Planning Commission's information.

Subject Property and Surrounding Land Use

The subject property is currently developed with a commercial building which contains a restaurant and a variety of retail and service related commercial uses. To the northeast, across East Coast Highway, are a combination of retail and office uses; to the southeast is Buck Gully with single family residential uses beyond; to the southwest is a single family dwelling; and to the northwest, across Hazel Drive, is the Five Crowns Restaurant.

Extended Background

At its meeting of October 10, 1985, the Planning Commission denied the following applications associated with the proposed development of a 77 unit senior congregate living facility on the subject property. Said development was originally considered at the Planning Commission meeting of August 22, 1985; however, because of several concerns expressed by the Planning Commission, relative to the size and bulk of the building, proximity to East Coast Highway, and the overall intensity of development, the item was continued to the Planning Commission meeting of October 10, 1985 so as to allow the applicant to make revisions to the proposed project. Excerpts of the Planning Commission minutes dated August 22, 1985 and October 10, 1985 are attached for the Commission's review.

1. General Plan Amendment 85-1(C): A request to consider an amendment to the Land Use Element of the City of Newport Beach General Plan, so as to redesignate a portion of the property located at 3901 East Coast Highway, Corona del Mar, from "Low Density Residential" and a mixture of "Administrative, Professional and Financial Commercial" and "Retail and Service Commercial" to a combined designation of "Administrative, Professional and Financial Commercial" and "Multi-Family Residential" uses.

TO:

Planning Commission-3.

2. Amendment No. 7 to the Local Coastal Program: A request to consider an amendment to the Certified Local Coastal Program, Land Use Plan, so as to redesignate a portion of the property located at 3901 East Coast Highway, Corona del Mar, from "Low Density Residential" and "Retail and Service Commercial" to a combined designation of "Administrative, Professional and Financial Commercial" and "Multi-Family Residential" uses.
3. Amendment No. 620: Request to amend a portion of Districting Map. No. 18 so as to reclassify the subject property from the R-1 District and the C-1 District to the Planned Community District.
4. Traffic Study: Request to consider a traffic study so as to permit a 77 unit (reduced from 80) senior congregate living facility on the site.
5. Use Permit No. 3155: Request to permit the construction of a 77 unit (reduced from 80) senior congregate living facility on property located in the R-1 and the C-1 District (proposed to be rezoned to P-C). The proposal also includes: a request to allow a portion of the structure to exceed the basic height limit in the 32/50 Height Limitation District; a request to establish an off-site parking requirement based on a demonstrated formula; and a request to allow the use of a full time valet parking service.

At its meeting of December 9, 1985, the City Council overruled the decision of the Planning Commission and approved the applicant's appeal of the above described applications. Attached for the Planning Commission's information, is an excerpt of the City Council minutes dated December 9, 1985. Inasmuch as the previous applicant did not implement his project within two years of the City Council's approval, the Traffic Study and Use Permit No. 3155 expired on December 9, 1987. In accordance with the provisions of Section 20.80.090 A and 15.40.030 F of the Municipal Code, projects that have required the approval of a Traffic Study and a use permit, are required to obtain Building Permits within 24 months of the effective date of approval or said approvals expire.

Due to the expiration of the previously approved applications, the previous applicant filed Use Permit No. 3303 which involved the resubmittal of the previously approved project so that he could proceed with its construction. Said project was consistent with the previous approval, with the exception that additional tandem parking spaces were added to the approved garage area as a requirement of the California Coastal Commission and the project floor area increased slightly. At its meeting of December 10, 1987, the Planning Commission denied Use Permit No. 3303. Said action was subject to the findings set forth in the attached excerpt of the Planning Commission minutes dated December 10, 1987.

Recent Background

At its meeting of June 9, 1988, the Planning Commission approved Use Permit No. 3312 and related traffic study at a public hearing which was continued from the April 21, 1988 Planning Commission meeting. The applicant's proposal originally included a 120 unit project with a Parking Ratio of .33

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parking spaces per unit (40 spaces), a Floor Area Ratio of .99 which included the Buck Gully portion of the site (FAR excluding the Buck Gully portion of the site is 1.28) and approximately 17.2 percent of the building that exceeded the 32 foot basic height limit. However, as a result of concerns expressed by the Planning Commission, relative to the size and height of the building, the number of units and the amount of off-street parking spaces provided, the Planning Commission allowed the applicant the opportunity to redesign the project in order to address these concerns. As a result of the redesign effort, the applicant presented a revised project at the June 9, 1988 Planning Commission meeting which included 108 units, a Parking Ratio of .47 (51 spaces), a Floor Area Ratio of .849 and a 6 foot reduction of the overall building height with the exception of the elevator tower and cupola which were lowered 2± feet. It should also be noted that the Planning Commission's approval of the project included the additional Condition No. 71 which limited the project to a .80 FAR and which resulted in a net reduction of 3,272 square feet of building area which was to be converted into a minimum of 3 additional parking spaces within the subterranean parking area.

At its meeting of June 27, 1988, the City Council called up for review Use Permit No. 3312 and the related traffic study. However, prior to the City Council public hearing, the applicant withdrew his application pending adoption of the General Plan update which was in progress at the time.

Conformance with the General Plan and the Local Coastal Program

Land Use Element of the General Plan and the Local Coastal Program Land Use Plan designate the subject property for "Retail and Service Commercial" uses as part of the Corona del Mar commercial strip (Statistical Area F-9). The allowable Floor Area Ratio within this area is a variable F.A.R. of 0.5/0.75. The Land Use Element of the General Plan provides that certain uses which demonstrate a lower trip generation than 60 trips per 1,000 square feet, may exceed the base F.A.R. of 0.5, up to a maximum of 0.75. At its meeting of February 23, 1989, the Planning Commission reviewed the Draft Floor Area Ratio and Building Bulk Ordinance which is intended to be the implementing ordinance for the flexible F.A.R. provisions included in the General Plan. Included within the Draft Ordinance are suggested findings which the Planning Commission would have to make in order to approve the maximum F.A.R. for a given project. Said findings are listed as follows:

1. It has been demonstrated that the traffic to be generated by the proposed Maximum FAR use will not exceed that which would be generated if the base traffic generation rate were applied to a project developed at the base floor area ratio.
2. The projections of traffic to be generated utilize standard traffic generation rates generally applied to a use of the type proposed.
3. The building tenants would be restricted to the uses upon which the traffic equivalency was based.

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4. The proposed use and physical improvements are such that the approved project would not readily lend itself to conversion to a higher traffic generating use.
5. The increased floor area ratio does not create abrupt changes in scale between the proposed development and development in the surrounding area.
6. That the proposed structure and use are compatible with the surrounding area.
7. The increased floor area ratio will not result in significant impairment of public views.
8. That the site is physically suitable for the floor area proposed, taking into consideration site characteristics including, but not limited to, slopes, submerged areas, and sensitive resources.

Although the above required findings have not been adopted yet, it is staff's opinion that it is appropriate to use these findings as a basis for evaluating the subject project, inasmuch as they are consistent with the intent and spirit of the General Plan language concerning variable Floor Area Ratio limits. It is staff's further opinion that the subject project fully conforms with the above findings, including Finding No. 8, considering that a 0.5 F.A.R. office or retail use with 0.25 above grade structure parking could be constructed on the site which would contain approximately the same building floor area and building bulk as the proposed project, and would not be required to comply with any of the above findings. It should also be noted that the applicant has included his comments concerning this issue on pages 2-7 of his attached letter.

The General Plan also provides that the development of the property shall be subject to the approval of Planned Community District Regulations and Development Plan, which the applicant is accomplishing through the use permit approval process. Inasmuch as the approval of a P-C Development Plan requires City Council approval, it will be necessary for the City Council to approve the subject use permit, whereas use permits normally do not require City Council action. It is staff's opinion that the use permit rather than a P-C Development Plan procedure will allow the City the opportunity to review the specifics of a proposed project based on the operational characteristics of the specific type of senior housing being proposed, and establish the appropriate development standards relative to the specific nature of the project.

The General Plan Housing Element recognizes and supports the provision of senior citizen housing (Objective 11) in all areas of the City in order to provide increased housing opportunities for elderly residents of the community. Based on the above information, it is staff's opinion that the project is consistent with the Newport Beach General Plan.

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Planning Commission-6.

Analysis

In light of the adoption of the General Plan update, the applicant has revised his project in accordance with the new Land Use Element. The revised project includes a proposal to construct an 85 unit elderly personal care facility which will contain a maximum of 100 beds. The applicant describes "personal care" facilities as having a level of service which is a step above that provided by a "congregate care" facility. The latter is primarily aimed at single persons, ages 75 to 85, which are frail but fully ambulatory and require no nursing assistance. Whereas the former provides a staff of personal aides which provide assistance with a myriad of personal care activities. The activities of the personal aides are supervised by a nurse, however the facility is not a licensed nursing home.

Project facilities will include a common dining area for full daily meal service, a beauty/barber shop and linen/laundry services. As is common for senior care facilities, services include a full time staff and transportation services. The following outline has been prepared which describes the major characteristics of the proposed project, as well as the characteristics of the previous project.

Site Area: 1.487 acres (66,773.72 sq.ft.)¹

Buildable Area: 1.487 acres (66,773.72 sq.ft.)

Permitted Gross Structural Area
(Established by General Plan) .75 x site area or
50,080 sq.ft.

	<u>Proposed Project</u> <u>Use Permit No. 3342</u>	<u>Previous Project</u> <u>Use Permit No. 3312</u>
Gross Structural Area:	50,060 sq.ft.	66,145 sq.ft.
Floor Area Ratio:	.75	.99
Setbacks:		
E. Coast Highway	30 ft. (Wing A) 95± ft. (Wing C)	27 ft. (Wing A) 14 ft. (Wing D) ²
Buck Gully (@ PCH)	29± ft.	29± ft.
Buck Gully:	68± ft.	68± ft.

¹The attached plans incorrectly indicate the subject property contains 66,900 sq.ft.

²Wing "D" of the previous project has been removed.

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Planning Commission-7.

	<u>Proposed Project</u> <u>Use Permit No. 3342</u>	<u>Previous Project</u> <u>Use Permit No. 3312</u>
Hazel Drive	10 ft.	0 ft. (Sublevel -1); Varies 7 ft. to 17± ft. (Levels 1, 2 & 3); 26± ft.
Southerly R-1 Lot;	15 ft.	15 ft.
Parking:	42 spaces in tandem (.49 spaces per unit)	40 spaces in tandem (.33 spaces per unit)

Permitted Building Height:	<u>Average</u>	<u>Maximum Ridge</u>	<u>Maximum Flat</u>
	32 ft.	37 ft.	32 ft.

Building Height of Previous Project:

Wing A	±28 ft.-6 in.	±33 ft.-6 in.	±29 ft.
Wing B	±25 ft.	±30 ft.	None
Wing C	±29 ft.-6 in.	±36 ft.-6 in.	±34 ft.-6 in.
Wing D	±30 ft.	±34 ft.	±30 ft.
Tower	±35 ft.	±39 ft.	None
Cupola	±46 ft.	±49 ft.	None

Building Heights of Proposed Project:

Wing A	±16 ft.	±22 ft.	±24 ft.
Wing B	±16 ft.	±22 ft.	±24 ft.
Wing C	±24 ft.	±30 ft.	±28 ft.
Tower	±33 ft.	None	None
Cupola	None	±41 ft.	None

As indicated from the above outline, the proposed project represents a 24.4 percent decrease in gross floor area and a reduction of 35 units when compared to the previous project. Another significant change worth noting is the increased setbacks being provided adjacent to East Coast Highway and Hazel Drive as a result of the deletion of the westerly wing of the building and the provision of the large garden and entry area which provides varying setbacks between 95± feet and 127± feet from East Coast Highway or over 65 percent of the site frontage.

Applicant's Statement of Support and Alternative Land Use Comparison

On pages 7-10 of the applicant's attached letter, as well as the attached Use Analysis Table, the applicant has provided a comparison of alternative land uses and the extent of development for each land use included. Staff has reviewed this comparison and have found it to be accurate in its content with the exception that under the existing General Plan language, any development of the subject property will require discretionary approval from the City, in the form of a Planned Community Development Plan or a use permit. It is important to note that the proposed development represents the least intense project in terms of overall traffic generation, with

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approximately the same overall floor area and building bulk as would be permitted for an office or retail commercial development of the site (approximately 50,000 square feet of gross floor area).

It should also be noted that the Planning Department staff has met with a group of homeowners from Corona del Mar who are opposed to the subject project on the basis that the site location is improper for such a use and that based on their information, the economic viability of the project is somewhat questionable. As an alternative use, these homeowners have suggested to the applicant that a residential townhome development would be an acceptable development of the site. The applicant has rejected such a proposal on the basis that the construction of luxury homes on property directly adjacent to East Coast Highway is not desirable and that depending on the number and size of the dwelling units, a residential development on the site could result in 20,000 to 30,000 square feet of additional floor area when compared to the proposed project. It should also be noted that any consideration of a residential alternative would require a further amendment to the Land Use Element of the General Plan and the Local Coastal Program Land Use Plan. The applicant's response to this issue is contained on page 9 of the attached letter from the applicant.

Traffic Study

In conjunction with the previous 120 unit proposal, a Traffic Study was prepared in conformance with the City's Traffic Phasing Ordinance and City Policy S-1; however, final action was not taken on the traffic study prior to the applicant's withdrawal of his previous applications. Therefore, the applicant has resubmitted the traffic study in conjunction with his current project.

The Traffic Phasing Ordinance procedures allow for credit to be granted for existing development in redevelopment projects. The traffic generated by existing land uses compares to the proposed project as follows:

TRAFFIC GENERATION COMPARISON
EXISTING MIXED USE VS. PROPOSED PROJECT

<u>Time Period</u>	<u>Total Trips Generated</u>	
	<u>Existing Mixed Use Retail Commercial and Restaurant</u>	<u>Proposed Project Single Use Retirement Apartments</u>
Morning Peak Hour	18	15
Evening Peak Hour	66	20
Morning Peak 2.5 Hours	34	31
Evening Peak 2.5 Hours	131	42
Two-Way Traffic Total	670	338

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Planning Commission-9.

The above comparison indicates that during all time periods, the project will generate less traffic than generated currently by the existing retail shops and restaurant. On a daily basis, the project will generate only half as much traffic as currently generated by the site. Based on the above figures, the proposed project will not produce traffic impacts greater than those that currently exist for the site; they will in fact be reduced. The overall level of service for the intersections in the vicinity of the project should not be impaired by the project. For this reason, the one percent analysis was not required. It should also be noted that the above trip generation figures were taken from the previous Traffic Study which was based on 130 units within the project. Therefore, the actual trip generation for the 85 unit project will be approximately 34 percent lower than the above figures.

Use Permit No. 3342

A Use Permit is required for the proposed project to serve as the P-C Development Plan for the site. A Use Permit is also required to allow the stair and elevator tower with cupola to be constructed to a height of 41½ feet in the 32/50 Foot Height Limitation District; and to allow parking to be provided based upon a demonstrated formula. A modification to the Zoning Code is required to allow tandem parking spaces in conjunction with a full time valet parking service. The issues associated with the project are in the areas of building height and views, visual intensity and building mass, parking and emergency access.

Building Height and Views

The site is located in the 32/50 Foot Height Limitation District. As indicated in the previous outline, the only portion of the proposed building which exceeds the 32 foot basic height limit is the stair and elevator tower located in the center of the project. In accordance with Section 20.02.040 of the Newport Beach Municipal Code, structures may exceed the 32 foot basic height limit up to a maximum of 50 feet, subject to the approval of a use permit in each case. It is also required that the Planning Commission determine that the proposed project fully complies with each of the following findings:

- a. The increased building height would result in more public visual open space and views than is required by the basic height limit in any zone. Particular attention shall be given to the location of the structure on the lot, the percentage of ground cover, and the treatment of all setback and open areas.
- b. The increased building height would result in a more desirable architectural treatment of the building and a stronger and more appealing visual character of the area than is required by the basic height limit in any zone.
- c. The increased building height would not result in any undesirable or abrupt scale relationships being created between the structure

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Planning Commission-10.

and existing developments or public spaces. Particular attention shall be given to the total bulk of the structure including both horizontal and vertical dimensions.

- d. The structure shall have no more floor area than could have been achieved without the Use Permit.

The project is no more intense than would be allowed in the C-1 District, which is the designation of the other areas along East Coast Highway in Old Corona del Mar. None of the proposed buildings will be located in Buck Gully portion of the site, which is approximately 20% of the site. The first above grade level is set back approximately 30± feet from the Buck Gully property line, providing some visual open space to the Buck Gully and the ocean beyond. The views down Buck Gully will be reduced, but not eliminated, by the project. It should also be noted that approximately 63.2 percent of the site is open space, a large amount of which is provided adjacent to East Coast Highway, in the form of a large motor court entrance and garden area which separates the two portions of the building which exceed the basic height limit from East Coast Highway. As a final note, it should be mentioned that the portions of the proposed building which exceed the basic height limit represent only 4 percent of the total roof area. Said portion of the building is well away from East Coast Highway (117± feet) and from the southerly R-1 property (43± feet). It is staff's opinion that the proposed project has been designed so as to substantially conform with the required findings necessary to approve the construction in excess of the basic height limit.

Visual Intensity and Building Mass

The project has a Floor Area Ratio (exclusive of subterranean parking) of .75 when calculated over the entire building site. It should be noted that the Buck Gully portion of the site is designated for "Recreational and Environmental Open Space" and is defined as an environmentally sensitive area. If this area is omitted from the FAR calculation, the project building intensity is approximately .998. It should be noted, however, that there is no provision within the Zoning Code, General Plan or Local Coastal Program Land Use Plan which requires the removal of the "Environmental Open Space" area from the Floor Area Ratio calculation, nor has it been the policy of the Planning Department to calculate the Floor Area Ratio in such a manner. As indicated in the attached elevations and sections, the proposed structure includes four different levels directly adjacent to Buck Gully which will be visible from the Buck Gully side of the project; however, it will appear as a two level structure from East Coast Highway.

Required Off-Street Parking

The Zoning Code does not include a specific parking requirement for personal care, elderly housing projects; therefore, staff required in conjunction with the previous project submittal, the preparation of a parking demand study which compares the proposed project to several similar existing

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Planning Commission-11.

facilities, for the purpose of establishing a demonstrated parking demand. A copy of the parking study is contained on pages 9-11 of the attached Traffic Study.

Based on the observations and data gathered from the various projects, it is the consulting traffic engineer's opinion that the parking ratio which provides adequate capacity for a given facility may vary widely and may be influenced by a variety of factors. The critical factors appear to be the age of the residents, the size of the dwelling units, and the availability of transportation and full meal service. Larger dwelling units with more active seniors require higher parking ratios, typically 0.6 to .75 spaces per residential unit because they are more likely to maintain a car. Senior residential complexes which cater to a slightly older age group, have smaller dwelling units and provide a full spectrum of services, especially transportation and full meal preparation, require lower parking ratios, typically 0.2 to 0.3 spaces per residential unit. The parking demand at these complexes is due as much or more to the staff parking demand as it is to the resident parking. Based on such a parking formula, the proposed facility would require between 17 and 26 parking spaces.

The attached plans indicate that there are 44 parking spaces located within the subterranean parking area, two of which will be used for van storage. The attached parking study indicates that there will be a maximum of 23 employees at the facility during peak daytime periods; however, the applicant has reduced that number to 18 in light of the deletion of 35 units. Assuming that all employees will drive a car to work (which they may not) and considering that two of the parking spaces will be used to store the project shuttle vans, there will be 24 parking spaces available for guests inasmuch as residents will not be permitted to own vehicles that will be parked or stored on-site. It should also be noted that the proposed parking design includes a tandem handicap parking space which is not independently accessible. Therefore, should the State require self-park handicap spaces, the available guest parking spaces will be reduced to 22. Not including the two parking spaces used for van storage, the remaining 42 available parking spaces will result in an actual ratio of 0.49 parking spaces per dwelling unit which should be adequate for a personal care facility of this type.

Proposed Parking Design

In conjunction with his review of the proposed parking design, the City Traffic Engineer has submitted the following comments and corrections:

1. Access to the subterranean parking area shall be a minimum of 24 feet wide.
2. Parking shall not be permitted within the circular motor court so as to provide required emergency vehicle access to the project.
3. That the planter at the center of the circular motor court shall be redesigned to Fire Department standards.

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Planning Commission-12.

4. That two handicap parking spaces are required unless otherwise waived by the Building Department and that each handicap parking space shall be independently accessible unless otherwise permitted by the Building Department.
5. That the driveway design shall conform to Sight Distance Standard Plan 110-L.
6. That the proposed drives and ramps shall not exceed a 15 percent slope with change of grade not to exceed 11 percent.
7. A minimum five foot sidewalk shall be provided on the west side of the driveway.

The City Traffic Engineer has also suggested that the overall site circulation and parking design should be subject to his further review and approval, so as to allow further alteration to the proposed parking design relative to the above mentioned comments and corrections.

As indicated on Sheet 3 of the attached plans, all of the proposed on-site parking is designed in a tandem configuration which the applicant intends to use in conjunction with a full time valet parking service. Tandem parking is usually allowed in conjunction with valet parking. Therefore, staff has no objections to the use of tandem parking, provided that the valet parking service is on duty at all times, and the valet parking plan is reviewed and approved by the City Traffic Engineer.

Emergency Access

In the review of the original project, the Fire Department expressed concern relative to the accessibility of portions of the building. The Fire Department recommended additional setbacks which have been incorporated into the new project design.

Conclusion and Recommendation

In order to grant any Use Permit, the Planning Commission must find that the establishment, maintenance or operation of the use or building will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort or general welfare of persons residing or working in the neighborhood or the general welfare of the City. Additionally, specific findings in regards to public visual open space and views, architectural treatment, scale relationships and floor area must be made to approve a Use Permit to exceed the basic height limit.

The use proposed for the property meets the criteria of the Traffic Phasing Ordinance, will decrease traffic generated by the site and is a use which is permitted by the Land Use Element of the General Plan and the Local Coastal Program Land Use Plan. The use is generally residential in character, which should minimize conflicts with adjacent residential areas. The project also maintains an open space corridor along Buck Gully. Should the Commission

TO:

Planning Commission-13.

wish to approve the subject applications, the findings and conditions set forth in the attached Exhibit "A" are suggested. Should the Planning Commission wish to deny the applications, the findings set forth in the attached Exhibit "B" are suggested.

PLANNING DEPARTMENT
JAMES D. HEWICKER, Director

By 
W. William Ward
Senior Planner

Attachments: Exhibit "A"
Exhibit "B"
Vicinity Map
Planning Commission Minutes dated
August 22, 1985 and October 10, 1985
for Use Permit No. 3155 and related applications
City Council Minutes dated December 9, 1985
for Use Permit No. 3155 and related applications
Planning Commission Minutes dated
December 10, 1987 for Use Permit No. 3303
Planning Commission Minutes dated April 21, 1988
and June 9, 1988 for Use Permit No. 3312
Applicant's Letter of Support and Alternative Use Analysis
Letter from Victor Regnier
Traffic and Parking Study
Revised Staffing Plan
Letter of Support
Letter of Opposition
Initial Study and Negative Declaration
Site Plan, Floor Plans, Elevations, Sections and Typical Unit
Floor Plans

TO:

Planning Commission-14.

EXHIBIT "A"
FINDINGS AND CONDITIONS OF APPROVAL
TRAFFIC STUDY NO.54,
USE PERMIT NO. 3342 AND
RELATED ENVIRONMENTAL DOCUMENT

- A. Environmental Document: Accept the environmental document, making the following findings:
1. That an Initial Study and Negative Declaration have been prepared in compliance with the Environmental Quality Act (CEQA), the State CEQA Guidelines, and Council Policy K-3.
 2. That the contents of the environmental document have been considered in the various decisions on this project.
 3. The project will not have any significant environmental impact.
- B. Traffic Study No. 54: Approve the traffic study with the following findings:
1. That a Traffic Study has been prepared which analyzes the impact of the proposed project on the peak hour traffic and circulation system in accordance with Chapter 15.40 of the Newport Beach Municipal Code and City Policy S-1.
 2. The project, as proposed, will generate less traffic than the uses which currently exist on-site in the evening peak hour on a daily basis.
 3. The increased traffic in the morning peak hour is less than 10% of existing traffic on any approach leg of affected intersections.
- C. Use Permit No. 3342: Approve the use permit with the findings and subject to the following conditions of approval:

Findings:

1. The project will comply with all applicable City and State Building Codes and Zoning requirements for new building applicable to the district in

TO:

Planning Commission-15.

which the proposed project is located, except the height of the proposed stair/elevator tower.

2. That the proposed development is consistent with the General Plan and the adopted Local Coastal Program, Land Use Plan, and is compatible with surrounding land uses.
3. That adequate off-street parking and related vehicular circulation are being provided in conjunction with the proposed development.
4. The building height will result in more public visual open space and views than is required by the basic height limit.
5. The building height will result in a more desirable architectural treatment of the building and a stronger and more appealing visual character of the area than is required by the basic height limit.
6. The building height will not result in undesirable or abrupt scale relationships being created between the structure and existing developments or public spaces inasmuch as the project has provided increased setbacks from public streets and adjoining residential property.
7. The structure will have no more floor area than could have been achieved without the use permit for the building height.
8. That the design of the proposed improvements will not conflict with any easements acquired by the public at large for access through or use of property with the proposed development.
9. That the use of tandem parking spaces in conjunction with a full-time valet parking service will not, under the circumstances of this case be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing and working in the neighborhood or be detrimental or injurious to property or improvements in the neighborhood or the general welfare of the City, and further that the proposed modifications are consistent with the legislative intent of Title 20 of the Municipal Code.

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Planning Commission-16.

10. That public improvements may be required of a developer per Section 20.80.060 of the Municipal Code.
11. That Section 13.05.010 of the Municipal Code requires that public improvements be completed in commercial areas prior to the issuance of Building Permits for a new structure.
12. That the sidewalk along East Coast Highway is the only pedestrian access between the Shorecliffs Development and the business district of Corona del Mar on the southerly side of East Coast Highway.
13. That it has been demonstrated that the traffic to be generated by the proposed project will not exceed that which would be generated if the base traffic generation rate were applied to a project developed at the base floor area ratio.
14. That the projections of traffic to be generated by the project have been based on standard traffic generation rates generally applied to an elderly personal care facility.
15. That the proposed project is a single use development that will be restricted to an 85 unit (100 bed) elderly personal care facility upon which the traffic equivalency was based.
16. The proposed use and physical improvements are such that the approved project would not readily lend itself to conversion to a higher traffic generating use.
17. The increased floor area ratio will not result in significant impairment of public views.
18. That the site is physically suitable for the floor area proposed, considering that a 0.5 F.A.R. office or retail use with an additional 0.25 above grade structure parking could be constructed on the site which would contain approximately the same building floor area and building bulk as the proposed project.
19. The approval of Use Permit No. 3342 will not under the circumstances of this case be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing and working in the neighborhood or be detrimental or injurious to

TO:

Planning Commission-17.

property or improvements in the neighborhood or the general welfare of the City.

Conditions:

1. That development shall be in substantial conformance with the approved plot plan, floor plans, elevations and sections, except as noted below.
2. That a hydrology and hydraulic study be prepared by the applicant and approved by the Public Works Department, along with a master plan of water, sewer and storm drain facilities for the on-site improvements prior to issuance of a grading permit. Any modifications or extension to the existing storm drain, water and sewer systems shown to be required by the study shall be the responsibility of the developer.
3. That all improvements be constructed as required by ordinance and the Public Works Department.
4. That a standard use permit agreement and accompanying surety be provided in order to guarantee satisfactory completion of the public improvements, if it is desired to obtain a building permit prior to completion of the public improvements.
5. That the on-site parking, vehicular circulation and pedestrian circulation systems shall be subject to further review by the Traffic Engineer and shall be modified in the following manner:
 - a. Access to the subterranean parking area shall be a minimum of 24 feet wide.
 - b. Parking shall not be permitted within the circular motor court so as to provide required emergency vehicle access to the project.
 - c. That the planter at the center of the circular motor court shall be redesigned to Fire Department standards.
 - d. That the driveway design shall conform to Sight Distance Standard Plan 110-L.

TO:

Planning Commission-18.

- e. That the proposed drives and ramps shall not exceed a 15 percent slope with change of grade not to exceed 11 percent.
- f. A minimum five foot wide sidewalk shall be provided on the west side of the driveway.
6. That an access ramp be constructed per City Standard No. 181-L at the intersection of East Coast Highway and Hazel Drive; that unused drive aprons be removed and replaced with curb, gutter and sidewalk along the East Coast Highway and Hazel Drive frontages; and that all deteriorated portions of curb, gutter and sidewalk be reconstructed along East Coast Highway and Hazel Drive frontages.
7. That all work within the East Coast Highway right-of-way be completed under an Encroachment Permit issued by the California Department of Transportation.
8. That the intersection of the East Coast Highway and drives be designed to provide sight distance for a speed of 40 mile per hour. Slopes, landscaping, walls and other obstruction shall be considered in the sight distance requirements. Landscaping with the sight distance line shall not exceed twenty-four inches in height. The sight distance requirement may be approximately modified at non-critical locations, subject to approval of the Traffic Engineer.
9. That prior to issuance of any grading or building permits for the site, the applicant shall demonstrate to the satisfaction of the Public Works Department and the Planning Department that adequate sewer facilities will be available for the project. Such demonstration shall include verification from the City's Utilities Department and the Orange County Sanitation District.
10. County Sanitation District fees shall be paid prior to issuance of any building permits.
11. That a minimum of 40 offstreet parking spaces shall be provided for the proposed development.
12. Construction shall meet the requirements of the UBC and the California Administrative Codes - Titles 19 and 24.

TO:

Planning Commission-19.

13. Fire Department access shall be approved by the Fire Department.
14. The entire building shall be sprinklered.
15. The building shall be equipped with smoke detectors and a fire alarm system.
16. All exit stairways must lead to an exit path that is continuous to a public way.
17. Access to the building for Fire Department use shall occur at each exit point and the main lobby.
18. A Class I standpipe shall be required at locations to be designated by the Fire Department.
19. Consideration of the use of ramps and exiting may have to be given in building design if non-ambulatory residents occupy the building.
20. The planter shown on the site corner at East Coast Highway and Buck Gully shall not exceed 24 inches in height.
21. That valet parking service be provided at all times.
22. That all employees shall park their vehicles on-site.
23. That all mechanical equipment and trash areas shall be screened from Hazel Drive, East Coast Highway and adjoining properties.
24. That all signs shall be in conformance with the provision of Section 20.06.050 A3 of the Newport Beach Municipal Code and shall be approved by the City Traffic Engineer if located adjacent to the vehicular ingress and egress. This shall not preclude the applicant from requesting a modification for the size, number and location of proposed project signs in accordance with Section 20.06.100 of the Newport Beach Municipal Code.
25. That any proposed landscaping adjacent to the public right-of-way be approved by the Public Works Department.
26. A landscape and irrigation plan for the project shall be prepared by a licensed landscape

TO:

Planning Commission-20.

architect. The landscape plan shall integrate and phase the installation of landscaping with the proposed construction schedule. Prior to occupancy, a licensed landscape architect shall certify to the Planning Department that the landscaping has been installed in accordance with the approved plan.

27. The landscape plan shall be subject to the review of the Parks, Beaches and Recreation Department, and the approval of the Planning Department and Public Works Department.
28. That the lighting system shall be designed and maintained in such a manner as to conceal the light source and to minimize light spillage and glare to the adjacent residential uses. The plans shall be prepared and signed by a Licensed Electrical Engineer; with a letter from the Engineer stating that, in his opinion, this requirement has been met.
29. Development of site shall be subject to a grading permit to be approved by the Building and Planning Departments.
30. That the grading plan shall include a complete plan for temporary and permanent drainage facilities, to minimize any potential impacts from silt, debris, and other water pollutants.
31. The grading permit shall include a description of haul routes, access points to the site, watering, and sweeping program designed to minimize impact of haul operations.
32. An erosion, siltation and dust control plan shall be submitted and be subject to the approval of the Building Department and a copy forwarded to the California Regional Water Quality Control Board, Santa Ana Region.
33. The velocity of concentrated runoff from the project shall be evaluated and erosive velocities controlled as part of the project design.
34. That grading, excavation and recompaction of the site shall be conducted in accordance with plans prepared by a Civil Engineer and based on recommendations of a soil engineer and an engineering geologist subsequent to the completion

TO:

Planning Commission-21.

of a comprehensive soil and geologic investigation of the site. Permanent reproducible copies of the "Approved as Built" grading plans on standard size sheets shall be furnished to the Building Department.

35. That any roof top or other mechanical equipment shall be sound attenuated in such a manner as to achieve a maximum sound level of 55 dBA at the property line.
36. That units shall be sound attenuated to a maximum of 45 dBA CNEL for the interior living areas and 65 dBA CNEL for exterior living areas associated with individual units, as measured from the area expected to experience the highest sound levels. Measurement and certification of compliance with this condition shall be completed prior to the issuance of the Certificate of Occupancy by a registered engineer practicing in acoustics.
37. The excavation area shall be fenced to prevent safety hazards during the grading and building phases.
38. Disruption caused by construction work along roadways and by movement of construction vehicles shall be minimized by proper use of traffic control equipment and flagmen. Traffic control and transportation of equipment and materials shall be conducted in accordance with state and local requirements. A traffic control plan shall be reviewed and approved by the Public Works Department.
39. That the required number of handicapped parking spaces shall be designated within the on-site parking area and shall be used solely for handicapped self parking and shall be identified in a manner acceptable to the City Traffic Engineer. Said parking spaces shall be accessible to the handicapped at all times. One handicapped sign on a post shall be required for each handicapped space.
40. That the Public Works Department plan check and inspection fee shall be paid.
41. That the facility shall be limited to a maximum of 85 units and 100 beds.

TO:

Planning Commission-22.

42. That it is the intention of this use permit to constitute the official zoning of the subject property in accordance with Title 20 of the Municipal Code, the Land Use Element of the General Plan and the Local Coastal Program Land Use Plan and said use permit shall run with the life of the property or until such time as the Land Use Element of the General Plan and the Local Coastal Program Land Use Plan are amended.
43. Occupancy of the facility shall be limited to persons 62 years of age or older. (A younger spouse of a qualified resident may occupy the facility.) State law may further restrict occupancy to persons 62 years of age or older.
44. Ancillary commercial uses in the structure shall be for the use of residents and their guests only and shall not be available to members of the general public.
45. That the residents of the project shall not be permitted to own cars that are parked or stored on the subject property.
46. Prior to issuance of Building Grading Permits, the applicant shall enter into an agreement, the form and content of which is acceptable to the City Attorney, binding the applicant and successors-in-interest in perpetuity to an elderly personal care facility or similar use with the same trip generation characteristics which shall be limited to an occupancy by persons 62 years of age or older. The only exception shall allow co-occupancy by the spouse of a qualified person. Restrictions shall be placed on the deed and in any other suitable binding document consistent with the provisions of the above agreement.
47. That the proposed project shall be subject to the approval of the Coastal Commission.
48. The Planning Commission may add and/or modify conditions of approval to this use permit, or recommend to the City Council the revocation of this use permit, upon a determination that the operation which is the subject of this use permit, causes injury, or is detrimental to the health, safety, peace, morals, comfort, or general welfare of the community.

TO:

Planning Commission-23.

EXHIBIT "B"
FINDINGS FOR DENIAL OF
TRAFFIC STUDY NO 54 AND
USE PERMIT NO. 3342

A. TRAFFIC STUDY

Findings:

1. A Traffic Study is not required for a project which is denied.

B. Use Permit No. 3342

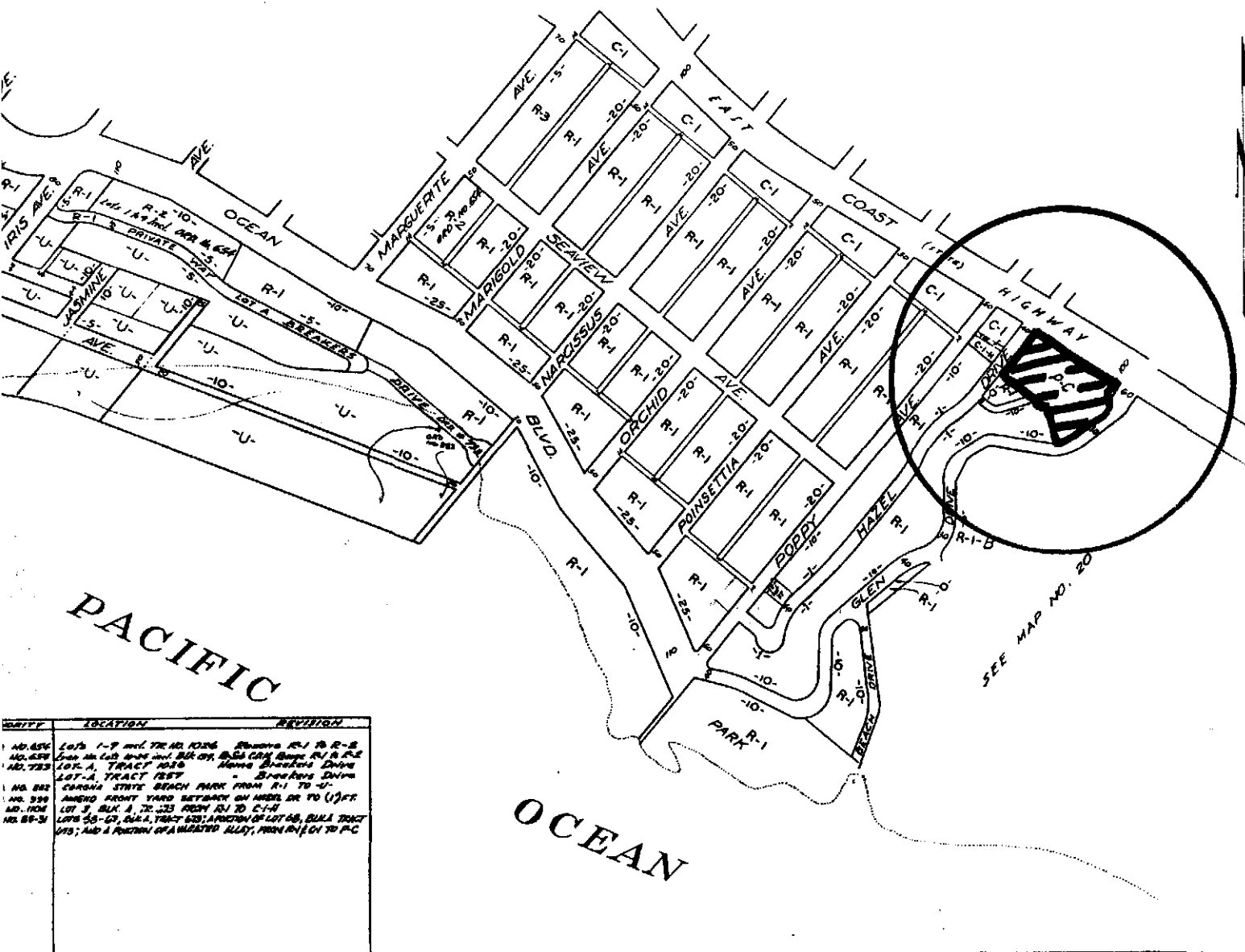
Findings:

1. That the project will be visually imposing and out of scale with the surrounding neighborhood.
2. That the intensity of the proposed project results in difficult site access.
3. That construction of the project will require a significant amount of grading which may affect the sensitive resources in Buck Gully.
4. The proposed use and the physical improvements of the site are such that the approved project would readily lend itself to conversion to a higher traffic generating use.
5. That the site is not physically suitable for the floor area proposed.
6. That the project will, under the circumstances of this case, be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing and working in the neighborhood or be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the City in that the structure exceeds the basic height limit and is larger and has more bulk than other uses in Corona del Mar and will reduce public views of Buck Gully from East Coast Highway.

VICINITY MAP

SEE MAP NO. 17

SEE MAP NO. 19



MAP NO.	LOCATION	REVISION
NO. 656	Lots 1-7 incl. TR. NO. 1026	Rezone R-1 to R-2
NO. 658	From an old map and BLDG. CODE	Change R-1 to R-2
NO. 723	LOT 4, TRACT 1029	Home Shopping Drive
	LOT 4 TRACT 1027	Shopping Drive
NO. 882		CHANGE STATE BEACH PARK FROM R-1 TO U-
NO. 939		AMEND FRONT YARD SETBACK ON HAZEL DR TO (1) FT
NO. 1004	LOT 3, BLK. 3, TR. 223	FROM R-1 TO C-1-A
NO. 89-31	LOTS 55-57, 58-A, TRACT 653	SECTION OF LOT 58, BULK TRACT 653; AND A PORTION OF A UNCLASSED BLVD; FROM R-1 TO PC

DISTRICTING MAP NEWPORT BEACH - CALIFORNIA

R-A	AGRICULTURAL RESIDENTIAL	R-4	MULTIPLE RESIDENTIAL
R-1	SINGLE FAMILY RESIDENTIAL	C-1	LIGHT COMMERCIAL
R-2	DUPLEX RESIDENTIAL	C-2	GENERAL COMMERCIAL
R-3	REST'D. MULTIPLE FAMILY RESIDENTIAL	M-1	MANUFACTURING
C-1	COMBINING DISTRICTS	U	UNCLASSIFIED

Front Yard Depth In Feet Shown Thus :-10-

ORD. NO. 625
DEC. 26, 1980

MAP NO.

USE PERMIT NO. 334-2 and
TRAFFIC STUDY NO. 54

26

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9. STAFF AND COMMISSION REPORTS -

For Council information and approval:

- (a) Removed from the Consent Calendar.
- (b) Removed from the Consent Calendar.

For Council information and filing:

- (c) Report to the City Manager regarding ACTIONS TAKEN BY THE PLANNING COMMISSION ON MARCH 9, 1989.

Planning
(68)

10. PUBLIC HEARING SCHEDULING - April 10, 1989:

- (a) Removed from the Consent Calendar.

- (b) ORANGE COUNTY HAZARDOUS WASTE MANAGEMENT PLAN - TANNER REGULATION - A request to recommend that the City Council approve the Orange County Hazardous Waste Management Plan and accept the Environmental Document. (Report from the Planning Department)

O/C Hazardous Waste
Mgm Pln
(54/68)

- 11. MACARTHUR BOULEVARD TO SEA LANE SIDEWALK CONNECTION (CONTRACT NO. 2707) - Affirm the Negative Declaration and Categorical Exemptions of Environmental Impact; (Jamboree Road Slough Wall between Bayside Drive and Pacific Coast Highway; Bayside Drive Slough Wall between County Road and Carnation Avenue; Bayside Drive Parking Lot Improvements; and Dahlia Avenue Parking Lot Meters) approve the plans and specifications; and authorize the City Clerk to advertise for bids to be opened at 11:00 a.m. on April 14, 1989. (Report from Public Works Department)

MacArthur/
Sea Lane
Sdwk Cnctn
C-2707
(38)

- 12. PHASE II, OCEAN FRONT SIDEWALK REPAIR 1988/89 (CONTRACT NO. 2740) - Approve the plans and specifications; and authorize the City Clerk to advertise for bids to be opened at 11:00 a.m. on April 13, 1989. (Report from Public Works Department)

Ph II Ocean
Front Sdwk
Rpr '88/89
C-2740
(38)

- 13. RESUBDIVISION NO. 734 - Approve a subdivision agreement and accompanying surety guaranteeing completion of the public improvements required with Resubdivision No. 734 (portion of Block 97 of Irvine's Subdivision, located on the easterly side of Ridgeline Drive approximately 200 feet south of Napoli in Harbor Ridge); authorize the Mayor

Resub 734
(84)

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mind the "highest and best use" for the property. She stated she had concerns regarding the current lease arrangements; James Irvine's intentions for the property when deeded to City; purchase of the Irvine Coast Country Club; the Tidelands Trust issue; and the Terrace Apartments located at the BBC.

Sid Soffer, 900 Arbor Street, Costa Mesa, addressed the Council and asked questions of the City Attorney relative to transfer of tenants rights.

Carol Brown, 222 Coral Avenue, Balboa Island, addressed the Council and stated that due to the losing of open space and access areas to the water to the south, the Council may wish to consider whether or not apartments is still the best use for the subject bayfront property when the BBC lease expires.

Irene Black, 1646 Irvine Avenue, addressed the Council and discussed the lease extension relative to the Tidelands Trust; improvements free of encumbrances; and insurance indemnification clauses.

In response to the above, the City Attorney stated that the only thing being pledged to security is the leasehold interest; there are no encumbrances contemplated by this transaction or any other transaction on the real property itself; and the 1986 lease does address Tidelands issues, especially as they relate to the dispute concerning the nature of the property underlying the Terrace Apartments.

Following consideration, motion was made to authorize the City Attorney, and the City Auditor, to review and revise where necessary, the proposed documents for consideration on April 10, 1989.

Balboa Bay Club

Motion
All Ayes

x

3. Report from the Planning Department concerning public hearing scheduling for Council review of request by EMERALD ASSOCIATES, Newport Beach for:

TRAFFIC STUDY NO. 54 - Request to approve a traffic study so as to permit the construction of an 85 unit elderly personal care facility on property located at 3901 East

U/P 3342
Emerald Assoc.
(88)

Trfc Study
No. 54

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TURNER
SANSONE
PLUMMER
STRAUSS
HART
COX
WATT

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company level. One of the assets it is hypothecating for this purpose is the BBC Lease. Concurrently the parent company is pledging other assets in very substantial amounts. They have not specifically listed how they intend to use the funds, due to the fact it is not required in the lease; however, a large amount of the funds will be used to retire an existing debt on the BBC. If they are able to proceed with their redevelopment plan for the BBC, the lender has informally agreed to increase their financing in the future for that purpose;

"4) Relative to the proposed MOU which was introduced at the March 13 City Council meeting, they would like to withdraw the document from the previously scheduled Council meeting of April 24 in order to completely separate that transaction from the proposed Consent to Assignment and refinancing proposal;

"5) Regarding comments made by the City Attorney pertaining to insurance, they do agree there may be some points that need to be clarified in the proposed Consent document; however, they felt that the new insurance provisions were a substantial improvement for the City's position, inasmuch as a variety of protective requirements were increased and earthquake insurance was added."

Mr. Ray stated that it is their desire to negotiate the items of concern, as this transaction is very important to them as well as the timing. If they cannot complete the transaction as contemplated, it will cost them a substantial amount of money and, they will have to "scramble" to avoid being in default under existing loan agreements previously approved by the City Council.

Janie Arnold, 1701 Highland Drive, addressed the Council and indicated she felt more information was needed regarding the subject request of the BBC, and reminded the Council to keep in

Balboa Bay Club

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<p>Motion All Ayes</p>				x		<p>Coast Highway, Corona del Mar; zoned P-C;</p> <p style="text-align: center;">AND</p> <p>USE PERMIT NO. 3342 - Request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full-time valet parking service; and the acceptance of an Environmental Document.</p> <p>The City Clerk advised that a letter was received this date from Jon E. Christeson, Vice President, Emerald Associates, requesting the public hearing date be changed to April 24, 1989; and there being no objections, motion was made to schedule the public hearing for April 24, as requested.</p>	<p>Emerald Assoc.</p>
<p>Motion All Ayes</p>				x		<p>4. Report from the Planning Department regarding MODIFICATION NO. 3514, a request to permit the construction of a 13± foot high satellite dish antenna which will encroach three feet into a required four foot side yard setback, approved by the Modifications Committee on February 28, 1989 for 1633 Bayside Drive, Newport Beach, zoned R-1.</p> <p>Motion was made to schedule public hearing on the above item for April 10, 1989.</p> <p>5. Report from the Marine Department regarding HARBOR PERMIT APPLICATION NO. 259-1 of Wallace Hunt to revise the residential pier and float bayward of 1 Collins Island.</p> <p>Council Member Watt advised that the Tidelands Affairs Committee has reviewed the subject application and visited the site; however, due to concerns raised since that time, she would recommend this item be referred back to the Committee for further report.</p>	<p>Mod No. 3514 (94)</p> <p>Harbor Permit Apli#259-1 (51)</p>

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Motion
All Ayes

x

Attorney Bruce Bevan, representing his wife, Sharon Bevan, 106 S. Bayfront, addressed the Council and discussed the proposal. He stated that there are three residents who are "violently" opposed to the request, and if this item is going to be deferred, he would like to be notified as to when it will be reconsidered. In addition, he expressed that Tony Melum, Tidelands Administrator, was a very helpful and amiable City employee.

Thomas C. Simandl, 100 S. Bayfront, addressed the Council and requested that he also be notified when this item will be back before the Council.

There being no further comments, motion was made to refer this application back to the Tidelands Affairs Committee for report on May 8, 1989.

- 6. Report from Marine Department regarding HARBOR PERMIT APPLICATION NO. 105-117 by PACIFIC BELL to construct concrete coverings over existing telephone cables at the street end at the corner of Bayside Drive and Bayside Place.

Harbor
Permit
Ap11#105-
117
(51)

Carolyn Martin, 109 Bayside Place, addressed the Council and stated she has no objection to Pacific Bell covering the existing cables; however, she is concerned that the 4 foot high abutment will cause more problems with silt than currently exists, and that they will not be protected from possible storm drain damage.

The Public Works Director commented that the proposed encasement by Pacific Bell is located perpendicular to the bulkhead and parallel to the storm drain outlet, and approximately 20 feet away from the storm drain. He did not feel the encasement of the cable would materially affect the behavior of the storm drain discharge, or the sand regime in the Cove; and therefore, the proposed work would not be detrimental to slip owners in the area.

Howard Martin, 109 Bayside Place, addressed the Council and concurred in the remarks of his wife. He stated that they have had to dredge their slip a number of times due to silt coming from the Spyglass area to Carnation Cove.

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3. CONTRACTS/AGREEMENTS:

- (a) Find that the lowest bidder, Pascal & Ludwig Engineers, can meet the requirements for completing the proposed contract work and declare him the "low bidder;" award Contract No. 2697-B to Pascal & Ludwig Engineers in the amount of \$379,800; and authorize the Mayor and City Clerk to execute said Contract for CONSTRUCTION OF METROPOLITAN WATER DISTRICT SERVICE CONNECTION (CM-13) AT BONITA CREEK PARK. (Report from Public Works and Utilities Departments)
- (b) Authorize the Mayor and City Clerk to execute Agreement regarding TRANSFER OF MOBILEHOME SPACE AND COMPENSATION FOR SERVICES AND COSTS FOR SPACE NO. 11-B to James R. Quandt & Marleen D. Quandt.

Bonita Crk
Prk/MWDS
Cnctn
C-2697
(38)

Marinapark
MHm Sp 11-B
C-2744
(38)

4. COMMUNICATIONS - For referral as indicated:

- (a) To Public Works Department for inclusion in the records, letters opposed to RELOCATING PUBLIC RESTROOM to the east side of the Newport Pier from Jean Knight, Marjorie Hayden, Evelyn Adler, Jack Chanoux, and Central Newport Beach Community Association.
- (b) To staff for response, letter from Allan Beek suggesting a survey to obtain a broad base of response from Newport Beach employers concerning a SUBSIDY FOR EMPLOYEE HOUSING PROGRAM towards reducing commuter miles driven.

PW
(74)

Personnel/
Emplie Hsg
(66)

- (c) To Planning Department for inclusion in the records, letters from Phil Lansdale, and Irving Burg expressing pleasure that the EMERALD VILLAGE project has been approved by the Planning Commission.

Planning
(68)

- (d) To General Services Department for response, letter from Central Newport Beach Community Association concerning 15TH STREET RESTROOMS and landscaping of the area.

GS
(44)

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- | | |
|--|---|
| <p>(e) To Marine Department for reply, letter from Central Newport Beach Community Association concerning the parking of vehicles relative to the DORY FISHING FLEET at Newport Pier.</p> <p>(f) To Traffic Affairs Committee for response, letter from Central Newport Beach Community Association requesting STOP SIGNS ON BALBOA BOULEVARD.</p> <p>(g) To Environmental Services Coordinator for inclusion in the records, letter from James Culhane expressing his support for THE VILLAGE INN RESTAURANT.</p> <p>5. COMMUNICATIONS - For referral to the City Clerk for inclusion in the records:</p> <p>(a) Copy of telegram delivered by phone regarding Peter Urpin's request for technical evaluation of Lee Lake Water District Pollution Control Facility proposed discharge and upper Tenascal Creek.</p> <p>6. CLAIMS FOR DAMAGES - For denial and confirmation of the City Clerk's referral to the claims adjuster:</p> <p>(a) Jonathan H. Betts seeking indemnity from claim filed by Margaret Thielemeir who was involved in accident on December 11, 1985, at Pacific Coast Highway and Larkspur.</p> <p>(b) Jim Fournier alleging loss of tooth due to fall over bench at foot of Balboa Pier on February 21, 1989.</p> <p>(c) Michael Genera alleging City Police Department lost his wallet and money contained therein when he was arrested on October 1, 1988 near Jamboree Road; seeking reimbursement.</p> <p>(d) Stan G. Leon alleging City Refuse picked up his bicycle in error on March 9, 1989 at 2309 Vista Huerta; seeking reimbursement.</p> <p>(e) International Union, Inc., dba The Red Union for indemnification contribution and declaratory relief pursuant to Govt. Code Sections 901/910; Superior Court Case #540443 (re: Vicki Louise Parsons claim of June 22, 1987).</p> | <p>Marine (51)</p> <p>TAC (85)</p> <p>EQ/CAC (24)</p> <p>(36)</p> <p>Betts</p> <p>Fournier</p> <p>Genera</p> <p>Leon</p> <p>International Union/Red Union</p> |
|--|---|

March 17, 1989

City Council
3300 Newport Blvd
Newport Beach, CA 92663

Dear Council Members:

Mrs Lansdale and I are pleased that the Emerald Village project has been approved by the Planning Commission.

It has surprised us that a small but very aggressive no-growth minority of Corona del Mar residents have been able to prevent improvement of the shabby former A T Leo property at the southeast corner of Coast Highway and Hazel Drive. We feel sure that if you separately polled every resident in this general area you would find that only a small minority opposes correcting this problem eyesore.

We will attend the City Council meeting on April 10 and be available for comment, if requested. We have no connection of any kind with the developers and have never met any of them.

Sincerely,

Phil Lansdale
Phil Lansdale



CITY OF NEWPORT BEACH

TO: City Council
FROM: Planning Department
SUBJECT: A. Traffic Study No. 54

Request to approve a traffic study so as to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District.

AND

B. Use Permit No. 3342

Request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full-time valet parking service; and the acceptance of an environmental document.

LOCATION: Parcel 1 of Parcel Map 85-257 (Resubdivision No. 811), located at 3901 East Coast Highway, on the southeasterly corner of East Coast Highway and Hazel Drive, in Corona del Mar.

ZONE: P-C

APPLICANT: Emerald Associates, Newport Beach

OWNER: Same as applicant

Application

This application involves a request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes: A request to allow a portion of the structure to exceed the basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full-time valet parking service; and the approval of a Traffic Study. In accordance with Section 20.02.040 of the Municipal Code, the Planning Commission may approve structures in excess of the basic height limit provided that in each case a use permit is approved. Use Permit procedures are set forth in Chapter 20.80, Modifications procedures are outlined in Chapter 20.81, and Traffic Study procedures are set forth in Chapter 15.40 of the Newport Beach Municipal Code.

TO: City Council - 2

Suggested Action

If desired, set for public hearing on April 10, 1989.

Planning Commission Recommendation

At its meeting of March 9, 1989, the Planning Commission voted unanimously to recommend the approval of Traffic Study No. 54 and Use Permit No. 3342 to the City Council. It was the feeling of the Commission that the project, as conditioned, would maintain a minimal impact on the adjoining residential and commercial areas.

Requirement of City Council Approval

The General Plan provides that the development of the subject property shall be subject to the approval of Planned Community District Regulations and Development Plan, which the applicant is accomplishing through the use permit approval process. Inasmuch as the approval of a P-C Development Plan requires City Council approval, it will be necessary for the City Council to approve the subject use permit and related Traffic Study, whereas use permits and traffic studies normally do not require City Council action. It is staff's opinion that the use permit rather than a P-C Development Plan procedure will allow the City the opportunity to review the specifics of a proposed project based on the operational characteristics of the specific type of senior housing being proposed, and establish the appropriate development standards relative to the specific nature of the project.

Copies of the plans, the Planning Commission staff report, and an excerpt of the Planning Commission minutes will be forwarded to the City Council at the time of the hearing.

Respectfully submitted,

PLANNING DEPARTMENT
JAMES D. HEWICKER, Director

by William R. Laycock
WILLIAM R. LAYCOCK
Current Planning Manager

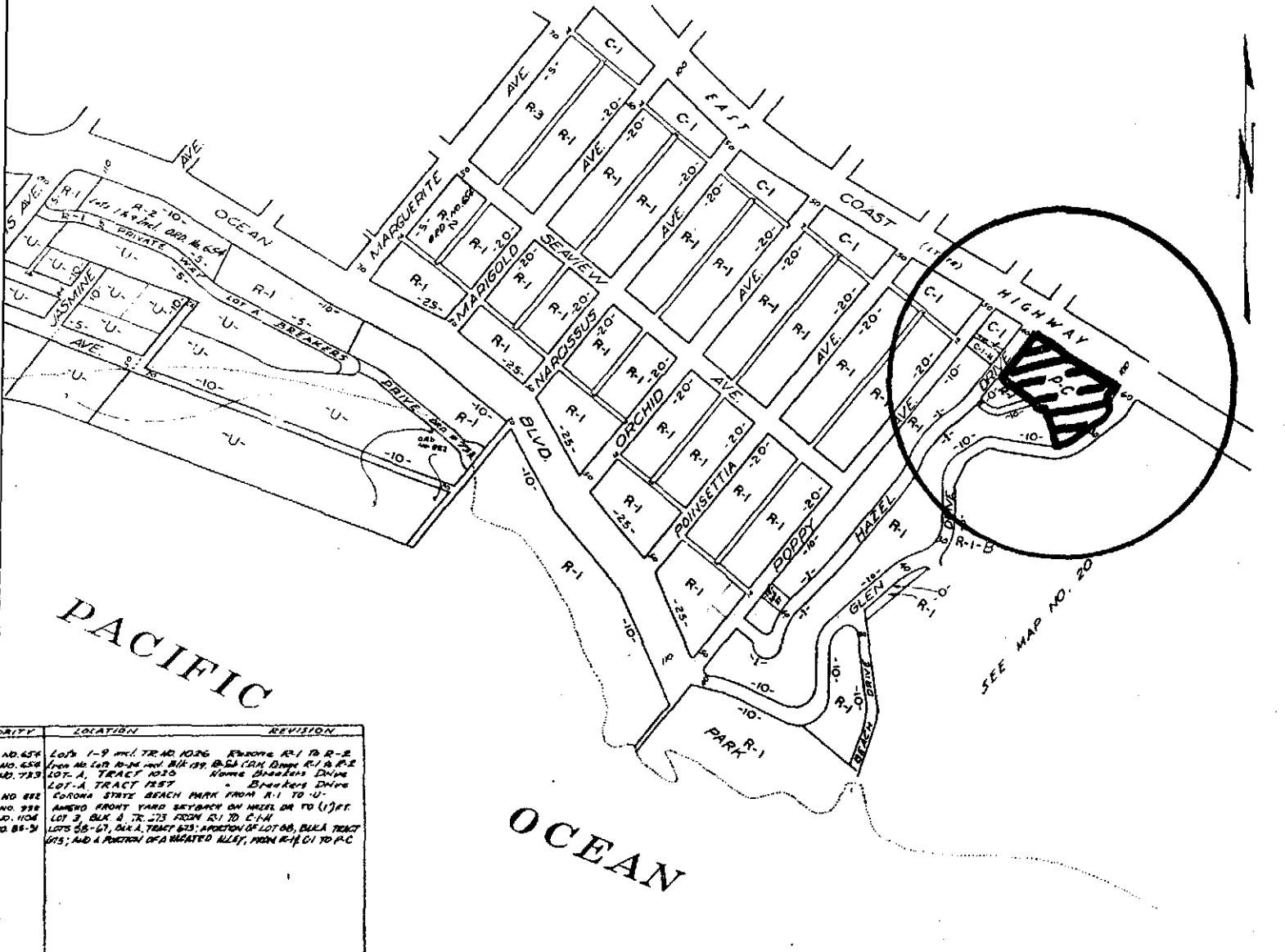
WRL/kk
COUNCIL\UP3342.324

Attachment: Vicinity Map

VICINITY MAP

SEE MAP NO. 17

SEE MAP NO. 19



PACIFIC OCEAN

OCEAN

NO.	LOCATION	REVISION
NO. 657	Lot's 1-9 incl. TRACT 1026	Change R-1 to R-2
NO. 658	From 40' to 30' incl. BLDG. 129	Change R-1 to R-2
NO. 723	LOT-A TRACT 1020	Home Breakers Drive
NO. 882	LOT-A TRACT 1257	Breakers Drive
NO. 882	CORONA STATE BEACH PARK	FROM R-1 TO U
NO. 882	AMEND FRONT YARD SETBACK ON HAZEL DR TO (1) FT.	
NO. 1108	LOT 3 BLK. B TR. 213 FROM R-1 TO C-1	
NO. 88-2	LOTS 28-31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	AND A PORTION OF A WANTED ALLEY, FROM R-1, C-1 TO C-1

DISTRICTING MAP NEWPORT BEACH - CALIFORNIA

R-A	AGRICULTURAL RESIDENTIAL	R-4	MULTIPLE RESIDENTIAL
R-1	SINGLE FAMILY RESIDENTIAL	C-1	LIGHT COMMERCIAL
R-2	DUPLEX RESIDENTIAL	C-2	GENERAL COMMERCIAL
R-3	REST'D. MULTIPLE FAMILY RESIDENTIAL	M-1	MANUFACTURING
B	COMBINING DISTRICTS	U	UNCLASSIFIED

Front Yard Depth In Feet Shown Thus :-10-

ORD. NO. 625
DEC. 26, 1980

MAP NO.

USE PERMIT NO. 3342 and
TRAFFIC STUDY NO. 54

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						<p>concerning the intersection at BALBOA BOULEVARD and Bay Avenue and traffic on Balboa Boulevard and ISLAND AVENUE.</p> <p>(d) To General Services Director for reply, letters from Diana Brookes and Tamara Leslie concerning RECYCLING NEWSPAPER, GLASS AND CANS.</p> <p>(e) To staff for response, letter from Orange County Supervisor Tom Riley regarding the County's position in response to the City's concerns about the MONORAIL PROJECT.</p> <p>(f) To General Services for reply, letter from Barry H. Walshe concerning drinking fountains and restroom maintenance at the FERRY ON BALBOA ISLAND.</p>	<p>General Srvs (44)</p> <p>Orange Cnty Airport/Monorail (54)</p> <p>General Srvs (44)</p>
						<p>(g) To Planning Department for inclusion in the records, suggestions from Corona del Mar Community Association for appropriate usage for EMERALD ASSOCIATES PROPERTY and letter from John B. Heffernan in support of proposed care facility.</p>	<p>Planning (68)</p>
						<p>(h) To Pending Legislation and Procedural Ethics Committee, letter soliciting support of SB 103 (Senator Alan Robbins) relating to automobile insurance renewal.</p> <p>(i) To Planning Department for inclusion in the records, letter from Management Service Company regarding Linda Isle Community Association's continuing protest on the additional development of the restaurant and parking area at the southwest corner of Pacific Coast Highway and Bayside Drive.</p> <p>(j) To Parks, Beaches and Recreation Director for reply, letter from John Trowbridge regarding proposed new basketball facilities at West Newport Park.</p>	<p>Legislation (48)</p> <p>Planning (68)</p> <p>PB&R (62)</p>
						<p>5. COMMUNICATIONS - For referral to the City Clerk for inclusion in the records:</p> <p>None.</p>	

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| | <p>6. CLAIMS FOR DAMAGES - For denial and confirmation of the City Clerk's referral to the claims adjuster:</p> <ul style="list-style-type: none"> (a) William Boyce for towing reimbursement and storage fees, alleging his vehicle towed in error on February 17, 1989 at 10th & Balboa Boulevard. (b) Judy Dillman for reimbursement of impound fee, alleging her vehicle was towed in error from 109 43rd Street. (c) Barbara Sandberg Johnson alleging damage to property as a result of City sewer backup at 1109 N. Bay Front on December 5, 1988. (d) Paul Kelly alleging vehicle towed from 4800 Seashore Drive on February 14, 1989, in error due to previous citations issued to prior owner of vehicle; seeking reimbursement of \$159 for tickets incurred by previous owner of automobile. (e) Gregg Michael Padovan alleging false arrest and vehicle towed in error on December 30, 1988. (f) Harold V. Roseberry alleging excessive physical abuse by five Newport Beach Police Officers at 11th and Balboa Boulevard on November 26, 1988. | <p>(36)</p> <p>Boyce</p> <p>Dillman</p> <p>Johnson</p> <p>Kelly</p> <p>Padovan</p> <p>Roseberry</p> |
| | <p>7. SUMMONS AND COMPLAINTS - For denial and confirmation of the City Clerk's referral to the claims adjuster:</p> <p>None.</p> | |
| | <p>8. REQUEST TO APPROVE/FILL PERSONNEL VACANCIES: (Report from the City Manager)</p> <ul style="list-style-type: none"> (a) One Maintenance Worker I, Field Maintenance Division. (b) Two Refuse Workers I, General Services Department. (c) One Utilities Equipment Specialist, Utilities Department. (d) One Equipment Operator II, Field Maintenance Division. | <p>(66)</p> |

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	<p>In response to a question posed by Commissioner Debay, Mr. Hewicker replied that P-C zoning will only permit this type of project on the subject site.</p> <p>Commissioner Koppelman and Mr. Hewicker discussed the General Plan up-date that will be heard by the Planning Commission this summer, and the procedures required to make the zoning internally consistent with the Land Use Element.</p> <p>Carol Korade, Assistant City Attorney, responded to the legal issues that have been raised by the opposition to the proposed project as follows:</p> <p>The Land Use Element contains building intensities or density standards for virtually all property within the City, and it is staff's position that the Land Use Element is not rendered legally inadequate because one or two parcels do not have the specific intensity limits.</p> <p>The Circulation Element satisfies State Law and it was the product of the "state of the art" transportation studies. The Circulation Element insures that roadways within the City are adequate to accommodate traffic generated by development only authorized in the City, and if there are regional traffic implications or problems generated by development outside of the City, that does not make a Circulation Element legally inadequate.</p> <p>In reference to the General Plan inadequacies relating to a use permit concerning a specific project on a specific site, Ms. Korade explained that the use permit can be invalidated only where there is a connection between a defect in the General Plan and the use permit. Ms. Korade explained that it is staff's position that the proposed project's Floor Area Ratio would not serve any real purpose because of the diverse nature of the senior housing project and the single use allowed by the project.</p> <p>Ms. Korade stated that the Planning staff has concluded that there is no significant adverse impact on the environment; however, she said that the Planning Commission could reject the Negative Declaration or require an Environmental Impact Report (EIR). She explained that the facts determining that there were no significant adverse impacts, is based on a determination that there has been no change in environmental</p>

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conditions that warrant a conclusion different from that reached with respect to the prior project. This determination was supported by a traffic study. Ms. Korade addressed the following environmental concerns:

1. Growth-inducing/cumulative effects. This project is more like a residential use than a commercial project. That approval of 1.0 Floor Area Ratio for the senior housing project use would not set a precedent for commercial sites in Corona del Mar.
2. Buck Gully. The impact of the project on Buck Gully has been evaluated in comparison to existing conditions, and the mitigation measures will reduce all potential impacts on Buck Gully to a level of insignificance.
3. Traffic and parking. That traffic generation figures utilized for this project are accurate; however, restrictions against automobile owners may not be valid and they may be difficult to enforce.

In conclusion, Ms. Korade stated that the Land Use and Circulation Elements of the General Plan are legally defensible. She said that the size and bulk of the proposed project may form a basis for denial of the project for planning reasons, or if the Planning Commission believes that the factors are related to the absence of a specific Floor Area Ratio for the site. Ms. Korade advised that the decision to prepare a Negative Declaration was correct; however, the Planning Commission may require an EIR if the evidence made at or before the public hearing would support the argument that the project could have a substantial adverse affect on the environment.

Commissioner Koppelman questioned the adoption of a legally adequate Circulation Element that addresses circulation within the City when dealing with parcels of property that have no intensity of development specified? Ms. Korade responded that adequacy of the Circulation Element is then needed to address the circulation and the proposed traffic which could be generated if the City were built out to its maximum. She referred to the traffic studies that were conducted by a Traffic Consulting firm taking the Land Use designation into consideration in the City, and generated traffic models which would envision the build-out of the City and whether the roadways are sufficient to handle same.

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Commissioner Koppelman asked if no intensity of development was on a project, how is the traffic projected into a model to determine how many automobiles the project would produce? Mr. Hewicker replied that he was not certain if a model was used when the Traffic Study was conducted on the proposed project. He explained that at the time of the early adoption of the Circulation Element, the subject property had a mix of commercial and residential zoning on the property. He said that the projects concerning senior citizen facilities proposed on the subject site over the past few years have had substantially less impacts than the traffic generated characteristics on any project that has been previously considered. Mr. Hewicker stated that staff is not anticipating any development on the subject property which exceeds the intensity of development of any other parcels in Corona del Mar. Commissioner Koppelman commented that the traffic is factored in at a higher traffic ratio than the proposed project. Mr. Hewicker commented that the traffic model considers what is being developed in the area.

Commissioner Pomeroy discussed with staff the Traffic Study, the affect of the traffic impacts from outside of the City and how said traffic is measured within the City. Ms. Korade stated that a legally adequate Circulation Element does not mean that the Planning Commission is bound to find that the traffic generated is acceptable or the traffic generated satisfies the Traffic Phasing Ordinance or that the traffic generated should not be mitigated or analyzed in the EIR, and that the Circulation Element is only referring to the legal standards of the Circulation Element.

The public hearing was opened in connection with this item.

Mr. Jon Christeson, applicant, appeared before the Planning Commission. Mr. Christeson addressed the following concerns expressed by persons opposing the project: that they are not building the project into Buck Gully; that they are not building 5 stories above grade; and that they are not increasing traffic on East Coast Highway. Mr. Christeson referred to his background as a local resident of Corona del Mar, and he said that members of his family have needed to move outside of Newport Beach because there was not a similar facility available to them. He referred to Use Permit No. 3155, a request to develop a similar senior facility on the subject property and to Chairman Person's and

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Commissioner Koppelman's statements during the December 10, 1987 and October 10, 1985, public hearings concerning Floor Area Ratio. Mr. Christeson stated that "residential care" as proposed for the senior housing facility falls between congregate care and nursing care, and meets the needs of the largest segment of the senior citizen market. He explained that the typical resident is about 83 years old, a widow, her health is an on-going concern but she is ambulatory, that there is a modest amount of physical impairment, and she remains an independent member of the community. Mr. Christeson commented that there are 10,000 senior citizens in Newport Beach divided between the age groups of 65 years to 75 years, and the over 75 age group.

Mr. Christeson referred to the original plans that were reviewed by the City staff and members of the community, and that because mistakes were made in the original plans, the applicant revised and submitted new plans to the City staff and to the members of the community. He commented that the plans were well received by everyone. Mr. Christeson stated that the opponents to the project have been referring to the original design which has placed a negative impact on the project.

Mr. Christeson stated that the revised plan includes removing the building from Buck Gully, that the structure has been moved entirely behind the existing fence on the property, the average rear yard setback is about 80 feet, the average height was reduced to 30 feet including one section of 150 feet that runs along East Coast Highway that was reduced to 36 feet. He stated that the structure was lowered 1-1/2 floors into the site so that the portions of the structure would not be visible from most vantage points, the visible portion of the building represents a Floor Area Ratio of .67, that 10 units were removed which lowered the square footage to 66,000 square feet or a total Floor Area Ratio of .99, creating a front yard that averages 120 feet by 160 feet, the front yard is 22,000 square feet or one-third of the site, and the total open space is 57 percent, not counting the driveway, or 70 percent of open space including the driveway.

Mr. Christeson stated that because the facility will be for personal care residents who will be prohibited from driving, the traffic counts projected by the City's Traffic Engineer and the "U" turns at Seaward Road will be reduced considerably. He stated that the total trips generated by the existing uses are 670 trips daily, and

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the proposed generated trips for the subject facility are 338 trips daily. In reference to concerns regarding on-site parking, Mr. Christeson stated that surveys of similar facilities have shown that similar facilities provide for 1.4 parking spaces per bed to .11 and .12 parking space per unit. He commented that the Emerald Village parking lot will provide a total of 40 parking spaces that will include 18 parking spaces for the residents. He commented that a staff of 40 employees will arrive in three different shifts including 20 employees during the peak hours, and that the kitchen and housekeeping employees are projected to arrive on the bus that will stop at The Five Crowns Restaurant.

In reference to concerns that have been expressed regarding safety, Mr. Christeson stated that the proposed project will be surrounded by a fence with a three foot base of masonry and 2 feet to 3 feet of wrought iron similar to an English country garden, which is the theme of the landscaping in the courtyards. He stated that the residents must pass by the front desk to exit the grounds, and the desk will be staffed by two to four persons, 24 hours a day. Mr. Christeson advised that the facility will not be licensed for Alzheimer patients, and that the residents will be ambulatory so they will be able to walk without incident.

Mr. Christeson referred to the concerns expressed regarding the proposed Floor Area Ratio, and he compared the proposed residential project to commercial structures in Corona del Mar and to communities similar to Corona del Mar along the California coastline. He stated that the average Floor Area Ratio in Corona del Mar is 1.5 including residential and commercial, and the proposed project has a .99 Floor Area Ratio.

Mr. Christeson stated that the proposed structure will not be constructed five stories. He stated that more than 80 percent of the building averages 30 feet, 17 percent of the elevation averages 2 feet 6 inches under the base height, and the entire structure is under 50 feet. He explained that from East Coast Highway the structure is visually 2 and 3 stories, although there are 4 story wings which are either concealed in the roof or in the basement level.

Mr. Christeson stated that the applicants' goal is to house 120 Corona del Mar neighbors in their own community. He pointed out that the applicants could redesign the roof if the proposed roof is offensive;

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that if the structure is built lower than the adjacent Five Crowns Restaurant there should be no grounds for disapproval; and he described how he could redesign the structure so that Emerald Village would be more compatible with the neighborhood.

Chairman Person and Commissioner Koppelman discussed with Mr. Christeson statements that he had quoted from them during the foregoing public hearings regarding suggested Floor Area Ratio for the subject site.

Ms. Karen Ferri, Director of Operations of IPM, the management company and subsidiary of TransAmerica, who manage and operate only retirement property, appeared before the Planning Commission. In response to a question posed by Commissioner Debay, Ms. Ferri explained that her experience has been that none of the residents who reside at any of their similar facilities drives their own automobile. She stated that there is no mandate or rules to say that no one is allowed to have their own automobile. Ms. Ferri explained that the residents do not need to provide transportation because the facility provides transportation for the residents.

In response to numerous questions posed by Commissioner Koppelman, Mr. Christeson and Ms. Ferri replied that the valet parking will be provided just for the visitors; that the residents will be informed that they are not permitted to have automobiles on the site and if they insist, then family members will be called; that the proposed rental fee will be in proportion to the geographic area such as the management company has applied in other locations; and the proposed Danville facility will be comparable to the subject facility.

Commissioner Winburn referred to the Sunridge facility at Regent's Point in Irvine, and she stated that there are 58 residents in the personal care facility. She discussed the facility's employee shifts, the number of employees needed for the 58 residents, that two of said residents have automobiles on-site, the type of transportation used by the employees, and she concluded that the proposed facility may require more employees than the number suggested by the applicant. Ms. Ferri explained employee responsibilities, why there will not be as many employees required at the subject facility as at the Sunridge facility, and the hours that will be staggered and overlapped shifts.

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Commissioner Pomeroy referred to the four facilities managed by the IPM Management Company, and asked for comparisons of the proposed studio unit at the subject facility. Ms. Ferri replied that the highest rent for a 325 square foot unit is \$1,600.00, and the lowest rent is \$1,325.00. Commissioner Pomeroy commented that the proposed rent for the subject facility is \$2,300.00. Commissioner Winburn stated that Sunridge at Regent's Point, which would be the most comparable to the subject facility because of the geographic area, the monthly fee is \$2,270.00 per month, or the resident may deposit \$29,000.00 over a period of 5 years, or \$6,000.00 a year, and the maintenance fee is \$1,750.00 per month.

Commissioner Debay commented that CalTrans has stated that people of higher income are more likely to be driving in more advanced years than people with lower income.

In response to a question posed by Commissioner Koppelman regarding a Floor Area Ratio reduction, Mr. Christeson explained that if all of the corridors and lobbies would be eliminated in Wing "C" and 6 units were moved, that the building would be reduced by about 1,000 square feet, or a reduction of about 1-1/2 percent.

Chairman Person stated that the three elements causing the main concern are height, bulk, and density. Mr. Christeson commented that the roof could be redesigned and the height could be reduced so as to be comparable with The Five Crowns Restaurant.

In response to questions posed by Commissioner Merrill regarding transportation and emergency equipment, Mr. Christeson and Ms. Ferri replied that the facility will provide a van and a private automobile for the residents; that the employees are licensed through the Department of Social Service Community Care and they are capable of minor medical treatment or to monitor treatment until the paramedics arrive at the site; that an employee must make a judgement call if an ambulance should be called to the facility; and Ms. Ferri stated that she did not know what the travel time was from the subject site to the hospital.

The Planning Commission recessed at 8:55 p.m. and reconvened at 9:10 p.m.

In response to questions posed by Commissioner Di Sano, Ms. Ferri replied that the four facilities operated by

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her management company are located in Orangeville, Antioch, Dixon, and Vallejo; that traffic and parking were important issues before the facilities were built because the residential care unit was a new concept to the communities; that the proposed facility in Danville is located on a site that is adjacent to heavy traffic comparable to East Coast Highway; that the Diablo facility is located the farthest from a hospital which is six to eight miles away; and that the staff is required to have current first aid training so that each staff member may assist in minor medical treatment.

Mr. Christeson stated that the applicants did not prepare or hire the Traffic Engineer who provided the Traffic Study. Me commented that Villa West which is a senior citizen facility, currently has 11 automobiles in the parking lot.

Mr. Kermit Dorius, architect, appeared before the Planning Commission. Mr. Dorius explained that the proposed project was designed so as to blend in aesthetically with Corona del Mar.

Chairman Person asked that if the project were redrawn if there could be a decrease in the bulk and to provide more parking all at the same time? Mr. Dorius explained that there may have to be a sacrifice of open space and to the front yard setback so as to allow for the same number of beds.

In response to questions posed by Commissioner Merrill, Mr. Dorius replied that only sketches of the units are available. He explained that the choice of two plans consists of a 15 foot by 20 foot studio unit including bath and combination living room and bedroom, and the 20 foot by 20 foot junior one bedroom includes a bathroom and a living room. Mr. Dorius stated that 90 percent of the units are occupied by a single person.

Mr. Len Seltzer, 519 Hazel Drive, appeared before the Planning Commission as Chairman of the Neighbors to Preserve Corona del Mar that was formed to oppose the subject project. Mr. Seltzer presented their concerns as follows: that this is a commercial project; that the mass structure would not be appropriate for the site; that the structure would be too tall and too intense; does not fit in with the village atmosphere of Corona del Mar; inadequate parking; would generate traffic; poses a safety threat to the senior residents; the proximity to Buck Gully is unacceptable; it evades an

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	<p>EIR; avoids being a part of the General Plan Review process; a portion of the project will be on fill ground; and it serves as a precedent for increased density and height throughout Corona del Mar. He requested that the Planning Commission digest the substantial planning and legal problems rising from the project, to either deny the project now or continue the item so that it could be examined by the General Plan Review process and be assigned an appropriate density at a later date.</p> <p>Mr. Bill de Mayo, 519 Hazel Drive, appeared before the Planning Commission to oppose the project because the massive structure does not blend in with the village atmosphere of Corona del Mar; that the structure would set a precedent for high density projects; there are traffic and parking problems existing on Hazel Drive and East Coast Highway; and he had concerns for the safety of the senior residents crossing East Coast Highway on foot. Mr. de Mayo questioned the number of parking spaces that would be available to the employees during shift changes, that the residents will attract a large number of visitors, and there may be residents who will want to keep a car on the premises for availability even if they do not drive. In response to a question posed by Chairman Person, Mr. de Mayo replied that he does not have an objection to a senior housing facility; however, the structure is about twice the size of what he would consider acceptable.</p> <p>Mrs. Sally Peterson, 249 Evening Canyon Drive, appeared before the Planning Commission to oppose the project. Her primary concern was that it would be dangerous for the residents to walk in the area. She stated that there are no sidewalks south of the facility so the residents would have to walk on East Coast Highway, that the only traffic signal that they could use to cross East Coast Highway would be on Poppy Street, and she had concerns regarding emergency vehicle access to the facility. In response to a question posed by Chairman Person, Mrs. Peterson replied that she could not recommend another use for the project, but that maybe condominiums would be acceptable.</p> <p>Mr. Oakley Frost, 416 Hazel Drive, appeared before the Planning Commission as a member of the steering committee to oppose the proposed project. Mr. Frost and Ms. Korade discussed the City Attorney's Office response to Shute, Mihaly & Weinberger's letter dated April 15, 1988, as previously presented by Ms. Korade. Mr. Frost</p>	

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	<p>addressed the use permit vs. General Plan process to designate density for specific sites; that the Planning Commission should consider all possible uses for the subject site through an EIR in connection with the General Plan update; that the Planning Commission should consider alternate sites for a senior citizen project; what happens to the structure if the proposed project is not financially or operationally successful because there are not many alternative uses for the building; and he emphasized that economics of the project should be a primary consideration of the Planning Commission. In response to a request by Chairman Person, Ms. Korade explained that the Planning Commission only applies the rules regulating the General Plan and zoning of the City and that the Planning Commission does not have any authority to analyze the economics of a project. Chairman Person commented that does not mean that the Planning Commission is not interested in the economics of the project. Commissioner Debay commented that the present zoning precludes any other use for the proposed building, and that another use on the property would have to come back to the Planning Commission for approval.</p> <p>Mr. Ron Centra, 405 Columbus Circle, appeared before the Planning Commission to state his concerns regarding the potential loss of residential property values, traffic, and how difficult it is for a senior citizen to give up an automobile even if the automobile is parked.</p> <p>Mr. Dick Nichols, 519 Iris Avenue, appeared before the Planning Commission to oppose the proposed project as follows: that the property should be considered commercial; that 15 feet separates the proposed four story building to the adjacent residential property; that approximately one-half of the proposed building is above the 32 foot ridge height; that the difference between congregate care and personal care is subjective; he compared the foregoing use permit regarding senior housing that was denied by the Planning Commission and approved by the City Council; he questioned the number of employees that would serve 120 residents; that the project would be constructed on fill land; he defined how the subject building could be considered a 5 or 6 story building if Buck Gully is taken into consideration; that there is no difference between the revised plan and the original plan; the density of the project; that the employees will park off-site; and he concluded that the reality of the project will adversely affect the residents.</p>	

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	<p>Mrs. Jean Watt, 4 Harbor Island, appeared before the Planning Commission representing SPON, and she referred to the foregoing letter from Shute, Mihaley, & Weinberger dated April 15, 1988. She stated the following concerns: that the proposed project would be a large project "crammed" onto a small site in a very special neighborhood; that the financial aspects of the development should be considered; the mobility of the residents and emergency equipment; that a 1.5 Floor Area Ratio residential neighborhood should not be equated to a 1.0 Floor Area Ratio congregate care facility; that large scale commercial buildings are crowding residential suburban neighborhoods; and the Planning Commission should consider the General Plan Review and EIR to achieve zoning that will stand the test of time, and that will be consistent with the site.</p> <p>Mr. Don Christeson, 1501 Sabrina Terrace, applicant and contractor, appeared before the Planning Commission. In rebuttal to previous testimony, Mr. Christeson stated that most of Corona del Mar is on fill land; the applicants are concerned about the community; that 10,000 senior citizens reside in Newport Beach who could qualify for the facility; condominiums could mean children, pets and more automobiles on the site; that the residents may want to drive but because of a physical impairment they are not capable of driving an automobile; that 20 employees will be on duty during a peak shift; and that one-half of the employees will arrive at the facility on the bus.</p> <p>Mr. Walter Ziglar, 327 Poppy Avenue, appeared before the Planning Commission in opposition to the proposed project. He stated his concerns regarding the lack of parking for local residents on Poppy Avenue and Hazel Drive; that the ratio of 120 units to 40 parking spaces is not adequate and he compared the proposed facility with the Mesa Verde Senior facility's current parking need; and that the kitchen employees at Five Crowns Restaurant drive their own automobiles and park on the residential streets.</p> <p>Mr. Ran Newcomb, 3 Sandbar, appeared before the Planning Commission in support of the project. He stated that he had heard only negative comments concerning the project during a local SPON meeting; that the traffic generated would be reduced by half; that the zoning is the highest and best use; that there does not appear to be a view obstruction to anyone; that there would be no fill; he would have to agree with the Traffic Engineers' opinion</p>

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regarding required parking; that the majority of the residents would be over 70 years old; that the bright lights would be controlled; that the subject site needs a good looking project; and he concluded that the setback design should not be objectionable.

Mr. Steve Prough, 527 Hazel Drive, appeared before the Planning Commission. Mr. Prough recommended an EIR and General Plan Review for the subject site that would include overall development of Corona del Mar; the project would not be economically feasible unless the applicant develops the number of units requested; that a General Plan would consider the highest and best use for the site; that he may be in support of the project if the height would be lowered; if the project should fail what would occur; and the applicant should provide an interior design and how the facility could be converted from its current use.

Mr. Gared Smith, 424 Rivera Terrace, appeared before the Planning Commission. He stated that from his experience as an architect which has included numerous multiple residential units, that the residents have a viable concern regarding the future of the proposed building if it should not be economically successful. He supported the use for the site, the architectural characteristics, and the proposed landscaping. He had concerns regarding the setback adjacent to Hazel Drive and the southerly property line because no area is planned for landscaping; that the parking plan does not show any columns which will reduce the parking widths; the applicant is requesting a residential use with a commercial setback; the parking structure grade is proposed to be below Hazel Drive; and he stated his concern regarding the 8 foot hole; there is no elevation on the plan to show what the building is going to look like along Hazel Drive or the southerly portion of the site; the units that will be looking out at masonry walls; 8 feet is provided for a fire access; and the height of the building from the terrace level is 60 feet and six stories. He stated that the Planning Commission will be able to put conditions on the project concerning architecture, landscaping, and underground utilities. Commissioner Debay complimented Mr. Smith on his letter that he had previously submitted to the Planning Commission regarding the project.

Mr. Don Jacobs, 309 Poppy Avenue, appeared before the Planning Commission in support of the project. He stated that the project will be locally owned and is

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designed by local residents; the project fits in architecturally with the neighborhood; it provides views of the ocean and is within walking distance of the stores; the residents would be able to walk on Poppy Street to Ocean Boulevard; that the present site consists of an unsightly building; and that the proposed project is an opportunity to provide an asset to the community providing an important facility.

The Planning Commission recessed at 10:20 p.m. and reconvened at 10:30 p.m.

Mr. George Thagard, 4545 Gorham Drive, representing the Cameo Community Association, appeared before the Planning Commission to support the project. He stated that the project would satisfy the community; it is a permanent residential-type facility, not a high traffic generator; it is not loud; it would fit in with the community; it would be a good buffer between the commercial area and the residential area; that the development would be an added landmark; that the current site has gone from bad to worse; and that an EIR would show that the natural habitat would return to the area after the reconstruction.

Mr. Dan Wiseman, 336 Hazel Drive, appeared before the Planning Commission in opposition to the project. He stated that he is concerned about the density, height, parking, and the environment of Buck Gully. He stated that from his house he will be looking at the full six stories of the proposed project; that the natural habitat may not return after the project has been developed; that the applicants should contact The Irvine Company to develop the project in the Downcoast area; that there would be a more suitable project in the future; that the project would impact the village atmosphere; that the financial feasibility is important; and that the employees from The Five Crowns Restaurant park on the local residential streets. In response to a question posed by Commissioner Koppelman asking what he would build on the site inasmuch as he is a builder. Mr. Wiseman replied that he had not taken the site into consideration but that maybe a nice quaint commercial use with English roofs would be appropriate.

Ms. Wendy Crimp, Seaward Road, appeared before the Planning Commission in support of the proposed project. She approved the architecture and landscaping, and she stated that the current building is an eyesore. As a registered nurse at a local hospital, Ms. Crimp

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emphasized the need for this type of facility so that the local residents would be able to remain in the community, and that they would continue to have an ocean view.

Mr. Phillip de Carion, 2524. Ocean Boulevard, property owner, appeared before the Planning Commission. Mr. de Carion stated that he is very concerned about the best use and what would be acceptable to the neighborhood for the subject property. He stated that the subject facility would be the most appropriate, and the applicants are local and respond to the concerns of the community. Mr. de Carion commented that the current structure on the subject property needs to be improved. In response to questions posed by Chairman Person, Mr. de Carion stated that the property owners will not be making a profit on the sale of the property after 10 years of improvements.

Mr. Al Mayo, A. T. Leo's Restaurant and property owner, appeared before the Planning Commission in support of the project, and confirmed that the property owners would not be making a profit on the sale of the property. He supports the applicants because they are local residents, and he questioned what types of uses would be suggested for the property after the General Plan Review.

Mr. Bill Todd, applicant, appeared before the Planning Commission. Mr. Todd stated that the applicants attempted to address the concerns of the local residents and the Planning Commission. He addressed the parking study that was done for the site; the applicants meeting with Chairman Person and Commissioner Winburn regarding what they thought may be acceptable on the site; and the compromises that the applicants made to appease the residents and the Planning Commission. In response to questions posed by Chairman Person, Mr. Todd stated that the original plans were shown to the Planning staff and to a group of residents including Mr. Dick Nichols. Mr. Todd commented that the applicants recently met with their professional advisers so as to provide a building that would be aesthetically pleasing, including a modified roof style and reducing the height of the building. Mr. Todd stated that the economics for the project are "tight". He said that there is a wealthy resident, a British Trust Company, and a major health care financier that are interested in financing the project. He stated that if the Floor Area Ratio would be reduced to .8 no one would see the difference but it

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would ruin the economics of the project. Mr. Todd emphasized that Old Corona del Mar is the only area in Newport Beach that has a specific residential Floor Area Ratio of 1.5. He suggested modifications to the plan that could reduce the Floor Area Ratio, and he referred to residences on Poppy Avenue and Hazel Drive that are three stories above parking. Mr. Todd emphasized that the developers must deal with the facts. In response to Commissioner Winburn, Mr. Todd commented that the site should not be considered a commercial site.

Mr. John Rabun, 419 Poppy Avenue, appeared before the Planning Commission to state his concerns regarding the propose size of the structure, the parking, and safety for the residents.

Mrs. Carol Frost, 416 Hazel Drive, appeared before the Planning Commission to oppose the proposed project. Mrs. Frost compared the proposed project to the size of The Five Crowns Restaurant, and she concluded that said restaurant would be minute compared to the proposed project. She questioned the Cameo Community Association's support of the proposed project and if the homeowners concurred with the Association's approval of the project; she referred to the proposed development of the Downcoast area and what the aesthetics would be upon entering Corona del Mar; she questioned if 70 percent of the open space that the developers do not intend to develop includes Buck Gully inasmuch as no one develops said gully even though they may own the property. In response to numerous questions posed by Chairman Person, Mrs. Frost replied that she would like to see a park, a church, or three residential homes on the site; and that she does not believe that the project will be financially feasible for the developers.

Scott Centra, 620 Jasmine Avenue, appeared before the Planning Commission to oppose the project because it would not fit in with the village atmosphere; traffic; access for emergency vehicles; Corona del Mar is a tourist attraction and the site should have something creative on it; and the parking is becoming more prohibitive for the residents in the area.

Mr. Ronald Kennedy, 550 Hazel Drive, appeared before the Planning Commission to request an EIR so that concerns regarding land fill could be addressed. In response to a question posed by Chairman Person, Mr. Kennedy stated that he would agree with any use on the site if the project meets all of the requirements for the property,

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and he stated that there are questions that remain unanswered. Mr. Hewicker responded to Mr. Kennedy's concern regarding land fill, and he stated that the height of any new structure on the subject site can be measured from the existing grade inasmuch as the grade was there when the height limits were established. Mr. Hewicker commented that if retaining walls or changing the grade of the property were being considered, then staff would measure the height of the new building from the previous existing grade. Mr. Kennedy commented on his concerns regarding impairment of views, and Chairman Person responded that the Planning Commission does not protect private views, only public views from public places. Commissioner Debay asked Mr. Kennedy if he had read the Initial Study and the Environmental Report for the previous project that was approved for the site, and what could be addressed in a new EIR that was not already addressed in the previous one? Mr. Kennedy replied that he had not read the reports.

Mr. Jim Schindler, 409 Cabrillo Terrace, appeared before the Planning Commission to oppose the proposed project because the project would not fit in aesthetically with the community; that to impede the residents' view of the ocean would be a disaster and would affect the property values; that a project that would add to the congestion on East Coast Highway and creates traffic safety hazards and parking problems should be opposed; precedent established by this project would destroy the character of Corona del Mar; and the project should not be located in an old established residential community.

Mr. Jim Crane, 323 Driftwood Road, appeared before the Planning Commission to state his concerns regarding the length of time that it could take an emergency vehicle to go from the subject site to a hospital, and that many senior citizens just want to keep an automobile even if they do not drive.

Mrs. Betty Felling, 309 Grand Canal, appeared before the Planning Commission to state that the Planning Commission should consider the cost of emergency services to the City that the facility will require; and the increased amount of water that will be used by the residents.

Mr. Don Peterson, 249 Evening Canyon Road, appeared before the Planning Commission to state that his concerns are the bulk; that to realize the economic feasibility of the project that there needs to be a high

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density; that a compromise should be considered between the developer and the property owner so that the density could be reduced considerably; that the residents will need to be selected to meet all of the requirements to live in the facility; that senior citizens do like to drive automobiles; and he stated his concerns regarding "U" turns at Seaward Drive or to drive through the Shorecliffs Community to approach the traffic signal at East Coast Highway and Morning Canyon Road.

Mr. Jon Christeson reappeared before the Planning Commission in response to previous testimony as follows: emergency vehicle use will not dramatically increase; setbacks off of Hazel Drive average between 12 to 17 feet; landscaping can be planted on top of parking structures; legal threats - the applicants would prefer to work within the process established by the City; to establish a park the City would have to purchase the property, parking would have to be provided, there would be an increase in traffic, and children would be playing on the site; if a post office would be established on the site there would be a heavy traffic impact; to use the 360 foot length of the property they have developed a long building; TransAmerica has never lost a project and they operate the facilities at about 99 percent full capacity so the facility should be on the site for many years; the applicants cannot be responsible for everyone that would make a "U" turn on Seaward Road, the project will not create additional automobile traffic on-site; and the applicants would cooperate with CalTrans if they wanted to make any intersection changes; that the roof heights conform with the City's regulations; that the residents will not be packed into the one bedroom units; that there is a distinct difference between congregate care and residential care; the land fill dates back to 1935 when much of Corona del Mar was developed; and that the six levels are not contiguous.

Commissioner Debay suggested that the applicants could develop the project in increments so as to prove to the residents that the facility could be successful. Mr. Christeson replied that the applicants will pursue the facts from the Traffic Study that was done through the City to verify what was projected is correct.

In response to Commissioner Pomeroy's request, Mr. Christeson described from the drawings how the applicants could redraw the project so as to move 6 units from Wing "C"; to reduce the structure's height to comply with the height limit; and to modify the roof.

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In response to questions posed by Commissioner Merrill, Mr. Christeson replied that if the project would be modified as stated, that the facility would remain at 120 units, and between 1,000 square feet to 1,200 square feet would be eliminated.

In response to questions posed by Commissioner Koppelman and Commissioner Merrill regarding the setbacks along Hazel Drive and the fire access, Mr. Christeson described the setback distances between the proposed structure and the dwellings on Hazel Drive.

Mr. Christeson advised Chairman Person that he would be willing to redraw the plans if the Planning Commission could give the applicants' guidelines. Chairman Person stated that he had a concern regarding the parking formula.

Commissioner Pomeroy stated that three years ago he had an opportunity to process plans for a senior citizen facility that included congregate care, personal care, and nursing care which prompted him to investigate thoroughly this type of a project. He confirmed Mr. Christeson's statements regarding parking inasmuch as the residents of congregate care had automobiles, but when they moved to a personal care unit they were willing to get rid of their automobiles and to change their lifestyle. He stated that the parking requirements for personal care were one-tenth of what they were in the congregate care facility. He suggested that the residents opposing the project take advantage of technical information that is available to understand the lifestyle, and he suggested the University of Southern California Geriatrics Study Group.

Commissioner Pomeroy stated that he does not question the parking formula, the traffic would be less than the current permitted use, and he commented that it appears that there are residents who do not want the proposed project on the site.

Commissioner Koppelman stated that her concerns are to keep the special community character of Corona del Mar, and to reduce the bulk of the project specifically off of Buck Gully.

Commissioner Di Sano addressed the sensitivity that the applicants have for the project on the proposed site; that there is a need for a senior citizen facility somewhere in Newport Beach; and he suggested that the

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applicant return with a redrawing of the project.

Commissioner Debay stated that as a registered nurse, she is aware of the need for a personal care facility, and that she would like to see the project work. She requested that the applicants reduce the project, and to go back and review the financial feasibility to see if there would be a way to decrease the density further so that the Planning Commission would know that the neighbors' concerns are being considered.

Commissioner Winburn questioned the number of employees that the applicants have considered during the peak shift hours, and where, if needed, the additional employees would park their automobiles. She commented that personal care residents do not drive automobiles, that she agrees with the concept of the facility, and that personal care would be better than congregate care because the senior citizens would not be driving on to the street. Commissioner Winburn stated that if the applicants reduced the intensity, that would increase the parking area.

Commissioner Pomeroy suggested that the applicants reduce the overall height, reduce the mass, and that they consider changing the mix of the studio unit and one bedroom unit. He explained that the same number of units would be available, but it would cut down the floor area. He commented that there may not be a major impact on the income but it would be a method of finding extra space for parking and to cut down the Floor Area Ratio at the same time.

The Planning Commission recessed at 11:58 p.m. and reconvened at 12:00 midnight.

Mr. Christeson and Chairman Person discussed a continuance of the subject use permit, and the additional time that the applicant would need to redraw the plans, and to meet with the community and staff.

Mr. Seltzer reappeared before the Planning Commission and he stated that the Steering Committee of the Neighbors to Preserve Corona del Mar would be willing to meet with the applicants, and he suggested that the applicants come back with a proposal that would be half the size that is currently proposed. He commented that the community feels that cosmetic changes would not be enough. He stated that it would have to be substantive or the residents will fight the project.

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<p>Motion All Ayes</p>	<p>* Motion was made and voted on to continue Use Permit No. 3312 and Traffic Study to the Planning Commission meeting of June 9, 1988. MOTION CARRIED. * * *</p>	
<p>Motion Ayes No</p>	<p><u>DISCUSSION ITEM:</u> <u>Planning Commission Review of Planning Commission Staff Report Recommendations.</u> INITIATED BY: The City of Newport Beach Following a discussion by the Planning Commissioners, a motion was made to maintain the current status of providing staff reports to the Planning Commission without staff recommendations. Motion was voted on, MOTION CARRIED. * * *</p>	<p><u>Discussion Item</u> <u>Review of Recommendations</u></p>
<p>Motion All Ayes</p>	<p>* <u>ADDITIONAL BUSINESS:</u> Motion was made and voted on to excuse Chairman Person from the May 5, 1988, Planning Commission meeting. MOTION CARRIED. * * *</p>	<p><u>Additional Business</u> <u>Person excused</u></p>
	<p>* <u>ADJOURNMENT:</u> 12:08 a.m. * * *</p> <p style="text-align: center;">JAN DEBAY, SECRETARY CITY OF NEWPORT BEACH PLANNING COMMISSION</p>	<p><u>Adjournment</u></p>

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James Hewicker, Planning Director, stated that the applicant has requested that this item be continued to the June 23, 1988, Planning Commission meeting.

Motion was made and voted on to continue Use Permit No. 3315 to the June 23, 1988, Planning Commission meeting.
MOTION CARRIED.

Motion
Ayes
Absent

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* * *

A. Traffic Study (Continued Public Hearing)

Item No.5

Request to approve a traffic study so as to permit the construction of 120 unit elderly personal care facility on property located in the P-C District.

TS

UP3312

AND

Approved

B. Use Permit No. 3312 (Continued Public Hearing)

Request to permit the construction of a 120 unit elderly personal care facility on property located in the P-C District. The proposal also includes: a request to allow a portion of the structure to exceed the basic height limit in the 32/50 Height Limitation District; a request to construct a flag pole on top of the structure which exceeds 50 feet in height; a request to establish an off-street parking requirement based on a demonstrated formula; and a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full time valet parking service.

LOCATION: Parcel No. 1 of Parcel Map 85-257 (Resubdivision No. 811), located at 3901 East Coast Highway, on the southeasterly corner of East Coast Highway and Hazel Drive, in Corona del Mar.

ZONE: P-C

APPLICANT: Emerald Associates, Newport Beach

OWNER: A.T. Leo's Inc., Irvine

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Mr. Jon Christeson, applicant, appeared before the Planning Commission. He stated that subsequent to the April 21, 1988, Planning Commission meeting, the applicants met with the TransAmerica representatives who would be operating the facility, Mr. Victor Regnier, Architect, and the property owners in the area. Mr. Christeson stated that the meetings resulted in 11 design changes, and he withdrew to the display area to address said changes. Mr. Christeson explained that units were removed and shifted; front and rear yard setbacks were increased; that 11 parking spaces were added; the building height was reduced; that the number of units was reduced from 120 to 108; that the square footage of the building was reduced from 66,000 square feet to 56,740 square feet; the Floor Area Ratio was reduced from .99 FAR to .849 FAR; that the open space was increased from 57 percent to 60 percent; that the existing restaurant and shops generate 670 trips per day compared to the proposed 278 trips per day; and the Victor Regnier, Architect, study states that the proposed project will produce 162 trips per day. Mr. Christeson referred to Mr. Regnier's study dated June 3, 1988, that compares facilities in the Beverly Hills area to the proposed project, and he stated that the highest parking demand of the facilities was .17 parking spaces per unit compared to the proposed 51 parking spaces for 108 units or a ratio of .47 spaces per unit.

Mr. Christeson compared the building height of The Five Crowns Restaurant of 32.5 feet to the proposed project's eastern most Wings A & B of 28 feet, and Wings C & D, the western most portion of the site, of 29 feet. Mr. Christeson stated that the proposed project with the exception of the cupola is under the height of The Five Crowns Restaurant. Mr. Christeson stated that the proposed project is similar to a two-story building; that the third story is hidden in the roof so that what is seen is a two-story building; that the elevation closest to East Coast Highway is 14 feet above the sidewalk; and that the elevation adjacent to The Five Crowns Restaurant is 18 feet above the sidewalk. He described the project's frontage area; that 35 percent of the building is sunken into two lower basements that are below the plane of the sidewalk; and that the Floor Area Ratio of the above grade portion including the unseen attic in the third floor is .55 FAR.

In conclusion, Mr. Christeson quoted from Mr. Regnier's foregoing letter in which Mr. Regnier stated that "...I am impressed with the careful approach you have taken in

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developing both the architectural and the human services concept. It is an exemplary development that will set a precedent for quality and innovation."

In response to a question posed by Commissioner Pomeroy, Mr. Christeson replied that the applicants met with representatives of the Shore Cliffs Homeowner's Association, Cameo Highlands Homeowner's Association, and the Neighbors to Preserve Corona del Mar on three separate occasions following the April 21, 1988, Planning Commission meeting.

Mr. Jim Crane, 323 Driftwood Road, appeared before the Planning Commission. Mr. Crane stated that he had conducted a delivery truck traffic survey of The Five Crowns Restaurant from June 2 through June 7, and that the number of trucks that had entered and departed said site numbered from 10 trucks to 18 trucks on a daily basis. He concluded that the proposed project would have similar delivery truck service; however, said trucks would have to make a U-turn at either Seaward Road or Morning Canyon Road. Discussion ensued between Mr. Crane, Chairman Person, and Commissioner Pomeroy regarding the subject site which has an approved use permit allowing a restaurant operation, and that the subject restaurant has an equal number of delivery trucks as the proposed project.

Mr. Len Seltzer, Chairman of the Neighbors to Preserve Corona del Mar, appeared before the Planning Commission. He stated that the committee met with the applicants on June 1, 1988, that they were denied access to the plans, and that they did not have input into the proposed project. He stated that the committee concluded that the applicants made minimal changes to the proposed project since the April 21, 1988, Planning Commission meeting, including proximities to Buck Gully, inadequate parking, traffic congestion, safety, and precedent setting nature of the development. He commented that the committee is concerned that the General Plan review does not include the subject site, and they have requested an intensity and density be established on the site to recognize the special nature of Corona del Mar. Mr. Seltzer stated that the traffic on East Coast Highway through Corona del Mar is overloaded, and the density should be thoroughly investigated before any increase is warranted. Mr. Seltzer stated that the committee opposes the proposed project; however, if the applicants constructed a facility that would include a low profile building in keeping with the character of

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Corona del Mar, it could then answer the environmental concerns, parking, traffic and safety problems that concern the residents. He contended that the applicants have underestimated the number proposed for staff and the parking needs for the 122 residents, and he commented on the concerns that the residents have regarding emergency vehicles.

Mr. Seltzer requested a citizen's panel to discuss the best use of the subject site that would satisfy the Planning Commission and serve the community. Mr. Seltzer referred to the reasons why the Planning Commission denied the Crown House project on the site in October, 1985, and he stated that the same reasons should be applied for the proposed project. Mr. Seltzer stated that the Steering Committee for the Neighbors to Preserve Corona del Mar consists of Marian Parks, Fred Andresen, Oakley Frost, Dick Nichols, and Bill De Mayo.

Mrs. Marian Parks, resident of Shore Cliffs, appeared before the Planning Commission on behalf of the Shore Cliffs Homeowner's Association. She referred to said Association's letter dated June 7, 1988, opposing the subject project because of the size and scope of the development, the probability that Shore Cliffs will be used for employee and visitor parking, and the increased traffic impact in Shore Cliffs.

Mr. Fred Andresen appeared before the Planning Commission to read a letter that had been submitted to the Planning Commission by Mrs. Judy Dobbs, a resident of Shore Cliffs. The letter stated that Mr. and Mrs. Dobbs owned and operated a similar facility to Emerald Village in Orange County, and she stated their concerns regarding the project based on their experiences as follows: the parking lot was filled with resident, visitor, and employee vehicles; traffic from delivery trucks and resident transportation throughout the day; safety for the residents who need additional care inasmuch as the facility would be on a busy thoroughfare; daily trash pickups; emergency equipment several times a week; community meetings and special events were held at the facility on a regular basis; and consideration for the safety of the Shore Cliffs residents.

Mr. Oakley Frost, 416 Hazel Drive, appeared before the Planning Commission. He referred to the Shute, Mihaly & Weinberger letter dated June 6, 1988, which states that based on the population and building intensities set

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forth in the General Plan Land Use Element, it is not possible for the Planning Commission to proceed with the project. He stated that the applicants informed the ad hoc committee that economically they could not reduce the project. Mr. Frost contended that the subject facility is not an appropriate use of the property, and he explained why an Environmental Impact Report is necessary. He further stated his concerns regarding the financial success of the project.

Discussion ensued between Mr. Frost and Chairman Person if the Planning Commission has the right to consider the economic feasibility of a project. Mr. Frost stated that the City could be legally liable for residents residing in the facility who are not capable of taking care of themselves and who could wander from the site.

Commissioner Debay referred to the Initial Study conducted on the Crown House, and to a memorandum dated April 21, 1988, from Robert Burnham, City Attorney to the Planning Commission in response to concerns expressed by Shute, Mihaly & Weinberger, Attorneys, that the City is currently in the process of updating the General Plan Land Use Element for the purpose of establishing non-residential intensities. She indicated that the proposed project is almost classified as residential, and that multi-residential was mentioned by the Corona del Mar ad hoc committee. Commissioner Debay commented that the environment has not changed since the Initial Study was written.

Assistant City Attorney Korade stated that the economics of a project are not part of a particular factor to be considered in granting a particular use permit or review a particular traffic study, that it is outside of the scope of the jurisdiction of the Planning Commission as defined by the Municipal Code. In reference to potential liability, Ms. Korade explained that there are discretionary immunities that the City carries in granting use permits, and presuming that the Planning Commission is acting in good faith, the Commission would be immune from any type of liability for its actions.

In response to a concern posed by Mr. Frost, Chairman Person explained that if the application would be approved by the Planning Commission, that the subject facility would be the only approved use, and another use would have to come back to the Planning Commission for discretionary approval.

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	<p>Mr. Hewicker advised that a letter had been received from Mr. James T. Capretz, Capretz & Kasdan, Attorneys, regarding the subject project.</p> <p>Mr. Dick Nichols, 519 Iris Avenue, appeared before the Planning Commission. Mr. Nichols presented a history of development for the subject site because he felt that it was important while the Planning Commission was considering the zoning of the property. He addressed the buffer that existed between the commercial and residential areas; the setbacks; the lot lines; the previous uses on the subject property; he suggested that the property should be restored; that the property had been previously used as a parking lot and he indicated that parking lots previously have been approved in the R-2 District adjacent to commercial areas throughout Corona del Mar; that the natural grade on the rear portion of the property is below the existing grade; that the proposed wing of the structure closest to Buck Gully is over the allowable height on the residential property; the residential property height limit is still shown on the City Map and anything in the residential area should be that height; that the natural grade has been enforced throughout the City; and that it is not possible to tell the proposed height of the structure from the building plans.</p> <p>Mrs. Karen Cross, 525 Hazel Drive, appeared before the Planning Commission. Mrs. Cross stated that her husband is a member of the Los Angeles Fire Department and she addressed the following concerns: that the residents will increase the medical responses of the Fire Department; traffic will be increased into and out of the complex; that it would be difficult to maneuver emergency equipment at the rear of the facility adjacent to Hazel Drive; and emergency equipment on East Coast Highway will create additional traffic problems.</p> <p>Mr. Cole Behringer, 421 Surrey Drive, appeared before the Planning Commission. Mr. Behringer stated that his profession relates to geriatrics, and that it is his opinion the proposed ratio of staff to patients is under-mentioned.</p> <p>Mrs. Pat Shapiro, 287 Evening Canyon Road, appeared before the Planning Commission. She stated that the proposed use would create more traffic than the current uses, that there would be more delivery traffic; and that the employees would deplete the proposed parking spaces. Chairman Person and Mrs. Shapiro compared the</p>	

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proposed use with the previous restaurants that have operated on the site, and the traffic and parking that could be created by a successful restaurant in the future.

The Planning Commission recessed at 8:55 p.m. and reconvened at 9:05 p.m.

Mr. Bernard Berg, 532 Hazel Drive, appeared before the Planning Commission. Mr. Berg questioned the analogy of previous statements regarding the number of trips, required parking spaces, and employee parking of the proposed project to a successful restaurant. Discussion ensued between Chairman Person and Mr. Berg regarding the comparisons. Commissioner Debay commented that the Planning Commission depends upon data received from experts for professional advise to determine traffic analysis, etc.

Mr. Haskel Shapiro, appeared before the Planning Commission. He stated that he is an engineer who has given expert advise, and he explained that it would be very difficult to predict traffic comparisons between a successful restaurant and the visitor traffic generated during the spring or summer to the proposed facility.

Ms. Deborah Grosher, 703 Poinsettia Avenue, appeared before the Planning Commission. She questioned the comparison to the intersections of the Beverly Hills facilities inasmuch as the East Coast Highway traffic is the only inlet and outlet going to Laguna Beach. She stated that East Coast Highway cannot accommodate any increase in traffic.

Mr. Dan Wiseman, 336 Hazel Drive, appeared before the Planning Commission. He stated that he is concerned that there will be employee parking on Hazel Drive, and he suggested that the facility should be penalized if the employees parked illegally. Mr. Wiseman commented that the proposed development would encroach into Buck Gully and he stated his concerns regarding the environment.

Mr. Dick Spehn, 2888 Bayshore Drive, appeared before the Planning Commission. He stated that the traffic would be incredible considering the proposed development in the Downcoast area adjacent to Corona del Mar.

Mr. Jon Christeson, applicant, reappeared before the Planning Commission in rebuttal to previous testimony.

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He stated that the bus transportation goes in front of the site; that the staff ratio was developed by TransAmerica who operate 22 facilities; that the Fire Department will review the plans for the highest possible fire rating; that the staff is trained to prevent emergencies; that there is a 1.5 FAR for residential use in Corona del Mar and the applicants are requesting a .849 FAR; that the project would reduce traffic; that the employee shift changes would be made so there would not be an overlap for employee parking; that based on a survey that the applicants had taken there would be sufficient parking spaces considering the number of visitors that would be visiting the residents; that the original Crown House project proposed 111,000 square feet and the proposed project has been reduced to one-half of that project; that a precedent has been set inasmuch as a residence has been constructed four to five stories into Buck Gully; that there is a visual .55 FAR; and he concluded by stating that the proposed project has achieved architectural and traffic solutions.

Mr. Len Seltzer, reappeared before the Planning Commission and he emphasized that the vast majority of the residents of Corona del Mar oppose the project inasmuch as the impact on the community would be enormous.

There being no others desiring to appear and be heard, the public hearing was closed at this time.

Discussion ensued between the Planning Commission and staff regarding the buildable area not including Buck Gully.

Commissioner Di Sano stated that the applicants and the residents have made legitimate points; the site has been designated for a senior citizen housing facility; that the residents in the area do have a right to a particular ambience; the uses that have been on the site have not previously been successful; that he would like to see a similar project to the subject facility succeed; and that the applicants have attempted to bring some form of acceptance to the residents.

Motion was made to approve the Traffic Study and Use Permit No. 3312 subject to the findings and conditions in Exhibit "A"; however, the Floor Area Ratio shall be reduced from .849 FAR to .80 FAR.

Motion

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Commissioner Merrill stated that he would not support the motion inasmuch as he had concerns that problems emanating from the facility could be locked-in and it would be difficult to solve any problems once the complex is built.

Commissioner Debay stated that she would support the motion. She considered private property rights; that residents have the right to request what they desire in their neighborhood; that the developer has attempted to produce a fine project that is needed; and that she has to believe the information that was provided to the Planning Commission by experts.

Commissioner Pomeroy stated that he would support the motion, and he addressed the high quality of the architecture that is in character with the neighborhood; the reduction of the buildable area; the increase in setbacks; the additional parking spaces; the reduction in traffic that the project would generate; that the residents do not want the project there but they do not know what they want; that the proposed use would be better than the present uses; that there is a need to provide this type of housing for Newport Beach residents; and that there is more safety in the proposed use than having a restaurant with people leaving intoxicated between 10:00 p.m. and 12:00 midnight.

Commissioner Winburn requested that the motion be amended to include the increase in the square footage of parking spaces proportionately from the reduced FAR as stated in the motion. The maker of the motion concurred with the request to the amendment. In response to a question posed by Mr. Hewicker, Commissioner Winburn stated that there would be no change in the number of dwelling units.

Chairman Person stated that he would support the motion hesitantly; that the developer has reasonable rights to develop the property; that the project has been reduced to approximately one-half of the square footage that the Planning Commission denied for the Crown House and that was subsequently approved by the City Council; that the Floor Area Ratio would be reduced and the number of parking spaces would be increased; in comparison to alternative uses, the traffic could be far worse; that historically the subject site is difficult to develop; and that Condition No. 69 states that if it is determined that the health, safety, or welfare of the community is damaged, the Planning Commission has the

Amended

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ability to bring the use permit back to the Planning Commission so as to modify the conditions of approval, or recommend to the City Council the revocation of the use permit.

Motion was voted on to approve Traffic Study and Use Permit No. 3312 subject to the findings and conditions in Exhibit "A" including Condition No. 71 requesting that the Floor Area Ratio be reduced from .849 FAR to .80 FAR, and that the reduced buildable area be converted into parking spaces. MOTION CARRIED.

A. Traffic Study

Findings:

1. That a Traffic Study has been prepared which analyzes the impact of the proposed project on the peak hour traffic and circulation system in accordance with Chapter 15.40 of the Newport Beach Municipal Code and City Policy S-1.
2. The project, as proposed, will generate less traffic than the uses which currently exist on-site in the evening peak hour on a daily basis.
3. The increased traffic in the morning peak hour is less than 10% of existing traffic on any approach leg of affected intersections.

B. Use Permit No. 3312

Findings:

1. The project will comply with all applicable City and State Building Codes and Zoning requirements for new building applicable to the district in which the proposed project is located, except those items requested in conjunction with the proposed modifications, the height of the flag pole, and the use permit for the excess building height.
2. That the proposed development is consistent with the General Plan and the adopted Local Coastal Program, Land Use Plan, and is compatible with surrounding land uses.
3. Adequate off-street parking and related vehicular circulation are being provided in conjunction with the proposed development.

Ayes
Noes
Absent

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4. The building height will result in more public visual open space and views than is required by the basic height limit.
5. The building height will result in a more desirable architectural treatment of the building and a stronger and more appealing visual character of the area than is required by the basic height limit.
6. The building height will not result in undesirable or abrupt scale relationships being created between the structure and existing developments or public spaces inasmuch as the project has provided increased setbacks from public streets and adjoining residential property.
7. The structure will have no more floor area than could have been achieved without the use permit for the building height.
8. That the height of the flag pole located on top of the proposed elevator and stair tower is acceptable inasmuch as it is a minor architectural feature which is in keeping with the style and architecture of the building.
9. That the design of the proposed improvements will not conflict with any easements acquired by the public at large for access through or use of property with the proposed development.
10. That the use of tandem parking spaces in conjunction with a full-time valet parking service will not, under the circumstances of this case be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing and working in the neighborhood or be detrimental or injurious to property or improvements in the neighborhood or the general welfare of the City, and further that the proposed modifications are consistent with the legislative intent of Title 20 of the Municipal Code.
11. That public improvements may be required of a developer per Section 20.80.060 of the Municipal Code.
12. That Section 13.05.010 of the Municipal Code requires that public improvements be completed in commercial areas prior to the issuance of Building

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Permits for a new structure.

- 13. That the sidewalk along East Coast Highway is the only pedestrian access between the Shorecliffs Development and the business district of Corona del Mar on the southerly side of East Coast Highway.
- 14. That a Negative Declaration with supporting Initial Study was previously certified by the City Council in conjunction with the approval of Use Permit No. 3155. The information contained in that environmental document is adequate for this project in that the environmental effects are similar to the previous project and no additional mitigation measures are needed. No additional environmental documentation is required.
- 15. The approval of Use Permit No. 3312 will not under the circumstances of this case be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing and working in the neighborhood or be detrimental or injurious to property or improvements in the neighborhood or the general welfare of the City; and further, the proposed modification so as to allow tandem parking spaces is consistent with the legislative intent of Title 20 of the Municipal Code.

Conditions:

- 1. That development shall be in substantial conformance with the approved plot plan, floor plans, elevations and sections, except as noted below.
- 2. That a hydrology and hydraulic study be prepared by the applicant and approved by the Public Works Department, along with a master plan of water, sewer and storm drain facilities for the on-site improvements prior to issuance of a grading permit. Any modifications or extension to the existing storm drain, water and sewer systems shown to be required by the study shall be the responsibility of the developer.
- 3. That all improvements be constructed as required by ordinance and the Public Works Department.
- 4. That a standard use permit agreement and accompanying surety be provided in order to

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	<p>guarantee satisfactory completion of the public improvements, if it is desired to obtain a building permit prior to completion of the public improvements.</p> <p>5. That the on-site parking, vehicular circulation and pedestrian circulation systems shall be subject to further review by the Traffic Engineer and shall be modified in the following manner:</p> <ul style="list-style-type: none"> a. Access to the subterranean parking area shall be a minimum of 24 feet wide. b. Parking shall not be permitted within the circular motor court so as to provide required emergency vehicle access to the project. c. That the planter at the center of the circular motor court shall be redesigned to Fire Department standards. d. That the driveway design shall conform to Standard Plan 110-L. e. That the proposed drives and ramps shall not exceed a 15 percent slope with change of grade not to exceed 12 percent. f. A minimum five foot sidewalk shall be provided on the west side of the driveway. <p>6. That an access ramp be constructed per City Standard No. 181-L at the intersection of East Coast Highway and Hazel Drive; that unused drive aprons be removed and replaced with curb, gutter and sidewalk along the East Coast Highway and Hazel Drive frontages; and that all deteriorated portions of curb, gutter and sidewalk be reconstructed along East Coast Highway and Hazel Drive frontages.</p> <p>7. That all work within the East Coast Highway right-of-way be completed under an Encroachment Permit issued by the California Department of Transportation.</p> <p>8. That the intersection of the East Coast Highway and drives be designed to provide sight distance for a speed of 40 mile per hour. Slopes, landscaping, walls and other obstructions shall be considered in the sight distance requirements. Landscaping</p>	

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within the sight distance line shall not exceed twenty-four inches in height. The sight distance requirement may be approximately modified at non-critical locations, subject to approval of the Traffic Engineer.

9. That prior to issuance of any grading or building permits for the site, the applicant shall demonstrate to the satisfaction of the Public Works Department and the Planning Department that adequate sewer facilities will be available for the project. Such demonstration shall include verification from the City's Utilities Department and the Orange County Sanitation District.
10. County Sanitation District fees be paid prior to issuance of any building permits.
11. That a minimum of 51 offstreet parking spaces shall be provided for the proposed development.
12. Construction shall meet the requirements of the UBC and the California Administrative Codes - Titles 19 and 24.
13. Fire Department access shall be approved by the Fire Department.
14. The entire building shall be sprinklered.
15. The building shall be equipped with smoke detectors and a fire alarm system.
16. All exit stairways must lead to an exit path that is continuous to a public way.
17. Access to the building for Fire Department use shall occur at each exit point and the main lobby.
18. Class I standpipes shall be required at locations to be designated by the Fire Department.
19. Consideration of the use of ramps and exiting may have to be given in building design if non-ambulatory residents occupy the building.
20. Final plans shall be approved by the Fire Department. The Fire Department may request additional setbacks on Buck Gully in order to provide emergency access.

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21. That valet parking service be provided at all times.
22. That all employees shall park their vehicles on-site.
23. That all mechanical equipment and trash areas shall be screened from Hazel Drive, East Coast Highway and adjoining properties.
24. That all signs shall be in conformance with the provision of Section 20.06.050 A3 of the Newport Beach Municipal Code and shall be approved by the City Traffic Engineer if located adjacent to the vehicular ingress and egress. This shall not preclude the applicant from requesting a modification for the size, number and location of proposed project signs in accordance with Section 20.06.100 of the Newport Beach Municipal Code.
25. That any proposed landscaping adjacent to the public right-of-way be approved by the Public Works Department.
26. A landscape and irrigation plan for the project shall be prepared by a licensed landscape architect. The landscape plan shall integrate and phase the installation of landscaping with the proposed construction schedule. Prior to occupancy, a licensed landscape architect shall certify to the Planning Department that the landscaping has been installed in accordance with the approved plan.
27. The landscape plan shall be subject to the review of the Parks, Beaches and Recreation Department, and the approval of the Planning Department and Public Works Department.
28. The landscape plan shall include a maintenance program which controls the use of fertilizers and pesticides.
29. The landscape plan shall place heavy emphasis on the use of drought-resistant native vegetation, and be irrigated with a system designed to avoid surface runoff and over-watering.
30. That the lighting system shall be designed and maintained in such a manner as to conceal the light

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	<p>source and to minimize light spillage and glare to the adjacent residential uses. The plans shall be prepared and signed by a Licensed Electrical Engineer; with a letter from the Engineer stating that, in his opinion, this requirement has been met.</p>	
	<p>31. Development of site shall be subject to a grading permit to be approved by the Building and Planning Departments.</p>	
	<p>32. That a grading plan, if required, shall include a complete plan for temporary and permanent drainage facilities, to minimize any potential impacts from silt, debris, and other water pollutants.</p>	
	<p>33. The grading permit shall include, if required, a description of haul routes, access points to the site, watering, and sweeping program designed to minimize impact of haul operations.</p>	
	<p>34. An erosion, siltation and dust control plan, if required, shall be submitted and be subject to the approval of the Building Department.</p>	
	<p>35. The velocity of concentrated runoff from the project shall be evaluated and erosive velocities controlled as part of the project design.</p>	
	<p>36. That grading shall be conducted in accordance with plans prepared by a Civil Engineer and based on recommendations of a soils engineer and an engineering geologist subsequent to the completion of a comprehensive soil and geologic investigation of the site. Permanent reproducible copies of the "Approved as Built" grading plans on standard size sheets shall be furnished to the Building Department.</p>	
	<p>37. Prior to the issuance of the grading permit, the design engineer shall review and state that the discharge of surface runoff from the project will be performed in a manner to assure that increased peak flows from the project will not increase erosion immediately downstream of the system. This report shall be reviewed and approved by the Planning and Building Departments.</p>	
	<p>38. That erosion control measures shall be done on any exposed slopes within thirty days after grading or</p>	

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as approved by the Grading Engineer.

39. That any roof top or other mechanical equipment shall be sound attenuated in such a manner as to achieve a maximum sound level of 55 dBA at the property line.

40. That any mechanical equipment and emergency power generators shall be screened from view and noise associated with said installations shall be sound attenuated to acceptable levels in receptor areas. The latter shall be based upon the recommendations of a qualified engineer, practicing in acoustics, and be approved by the Planning Department.

41. Final design of the project shall provide for the incorporation of water-saving devices for project lavatories and other water-using facilities.

42. All on-site drainage shall be approved by the City Grading Engineer.

43. The interior noise levels of the units shall not exceed 45 dB CNEL, and shall be verified by acoustical studies for all units.

44. The exterior living areas of the units shall not exceed 65 dB CNEL, and shall be verified by an engineer specializing in acoustics.

45. A notice of start of construction and a proposed construction schedule shall be provided to all residents and property owners within 300 feet in a manner acceptable to the Planning Department.

46. A haul route permit, approved by the City Traffic Engineer, shall be required prior to approval of a grading permit.

47. All parking and other on-site paved surfaces shall be routinely vacuum-swept weekly and cleaned to reduce debris and pollutants carried into the drainage system.

48. Drainage facilities shall be properly maintained by the applicant and all subsequent owners/operators.

49. Drainage improvements shall divert runoff from the adjacent natural slope to reduce water seepage and the risk of potential slope instability problems.

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	<p>50. Mechanical ventilation shall be provided to enable windows to be closed.</p> <p>51. All windows and doors facing East Coast Highway shall have a sound transmission class rating of at least 27.</p> <p>52. Balcony walls may be required to be raised or balconies enclosed with green houses to sound attenuate exterior living areas to 65 dB CNEL or less.</p> <p>53. Party walls and floor/ceiling assemblies must be designed to have a sound transmission class rating of 50. Floor/ceiling assemblies must be designed to have a impact insulation class (IIC) rating of 50.</p> <p>54. All windows and doors of all units in the project shall be tight fitting, well sealed, and weather-stripped assemblies.</p> <p>55. Openings in the building shells such as wall-mounted air conditioners, exhausts, vents, etc., must be eliminated or acoustically treated to prevent noise leaks to the interiors.</p> <p>56. Construction activities shall be limited to the hours of 7 a.m. and 7 p.m., Monday through Friday, and 8 a.m. to 5 p.m. on Saturday. Construction activities shall not be allowed on Sunday or holidays.</p> <p>57. The excavation area shall be fenced to prevent safety hazards during the grading and building phases.</p> <p>58. Control techniques shall be used to reduce fugitive dust generation including watering or the reduction of surface wind speed using windbreaks or source enclosures. Watering, the most common and generally least expensive method for dust control, provides up to 50 percent control.</p> <p>59. Disruption caused by construction work along roadways and by movement of construction vehicles shall be minimized by proper use of traffic control equipment and flagmen. Traffic control and transportation of equipment and materials shall be conducted in accordance with state and local</p>	

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requirements. A traffic control plan shall be reviewed and approved by the Public Works Department.

- 60. That construction equipment and operations shall not block or utilize any of the parkway area, except during the time the sidewalk and drives are being repaired and replaced. A plan shall be submitted showing how the building will be constructed without using the public right-of-way for shoring, excavation, material storage, or any other operation that will interfere with pedestrian movement in the parkway area. This requirement may require that the proposed building and underground parking structure maintain an increased setback from Hazel Drive and East Coast Highway. This plan shall be approved by the Building and Public Works Departments prior to the issuance of grading permits.
- 61. That off-street parking be provided either on-site or in an off-site parking location during construction of the project with a convenient shuttle for all construction personnel.
- 62. That a lane closure permit shall be obtained from the Business License Department and the California Department of Transportation for all off-site deliveries of materials to the subject property.
- 63. That the required number of handicapped parking spaces shall be designated within the on-site parking area and shall be used solely for handicapped self parking and shall be identified in a manner acceptable to the City Traffic Engineer. Said parking spaces shall be accessible to the handicapped at all times. One handicapped sign on a post shall be required for each handicapped space.
- 64. That the Public Works Department plan check and inspection fee shall be paid.
- 65. That the plans be modified to show the existing corner cut-off at the southeasterly corner of East Coast Highway and Hazel Drive and that the proposed building shall not encroach into the corner cut-off area.

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66. That it is the intention of this use permit to constitute the official zoning of the subject property in accordance with Title 20 of the Municipal Code, the Land Use Element of the General Plan and the Local Coastal Program Land Use Plan and said use permit shall run with the life of the property or until such time as the Land Use Element of the General Plan and the Local Coastal Program Land Use Plan are amended.

67. Occupancy of the facility shall be limited to persons 62 years of age or older. (A younger spouse of a qualified resident may occupy the facility.) State law may further restrict occupancy to persons 62 years of age or older.

68. Ancillary commercial uses in the structure shall be for the use of residents and their guests and shall not be available to members of the general public.

69. The Planning Commission may add/or modify conditions of approval to this use permit, or recommend to the City Council the revocation of this use permit, upon a determination that the operation which is the subject of this use permit, causes injury, or is detrimental to the health, safety, peace, morals, comfort, or general welfare of the community.

70. That this use permit shall expire unless exercised within 24 months from the date of approval as specified in Section 20.08.090 A of the Newport Beach Municipal Code.

71. That the Floor Area Ratio of the project shall be reduced from .849 FAR to .80 FAR, and that the reduction of buildable area (i.e. .049 FAR) shall be converted into additional parking spaces. (This results in a net reduction of 3,272 square feet and a net increase of 3 parking spaces).

* * *

The Planning Commission recessed at 9:50 p.m. and reconvened at 10:00 p.m.

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		<p>7. That a 6 foot wide sidewalk be constructed along the West Coast Highway frontage; and that unused curb depressions be removed and existing drive aprons be reconstructed per City Standard 166-L along the West Coast Highway frontage under an encroachment permit issued by the California Department of Transportation.</p> <p>8. That this Use Permit shall expire unless exercised within 24 months from the date of approval as specified in Section 20.90.090 A of the Newport Beach Municipal Code.</p> <p>9. That the Planning Commission may add to or modify conditions of approval to this Use Permit or recommend to the City Council the revocation of this Use Permit, upon a determination that the operation which is the subject of this Use Permit, causes injury, or is detrimental to the health, safety, peace, morals, comfort, or general welfare of the community.</p>	
		<p style="text-align: center;">* * *</p> <p><u>A. Traffic Study (Public Hearing)</u></p> <p>Request to approve a traffic study in conjunction with the construction of a 77 unit senior congregate living facility.</p> <p style="text-align: center;">AND</p> <p><u>B. Use Permit No. 3303 (Public Hearing)</u></p> <p>Request to permit the construction of a 77 unit senior congregate living facility on property located in the P-C District. The proposal also includes: a request to allow a portion of the structure to exceed the basic height limit in the 32/50 Foot Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; and a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full-time valet parking service. The proposed project is similar to a previous project approved by the City Council and which is scheduled to expire on December 9, 1987.</p>	<p>Item No.6</p> <p><u>TS</u></p> <p><u>UP3303</u></p> <p><u>DENIED</u></p>

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LOCATION: Parcel 1 of Parcel Map 85-257 (Resub-division No. 811), located at 3901 East Coast Highway, on the southeasterly corner of East Coast Highway and Hazel Drive, in Corona del Mar.

ZONE: P-C

APPLICANT: S.J.S. Development Corp., Beverly Hills

OWNER: A.T. Leo's, Inc., Irvine

The public hearing was opened in connection with this item and Mr. Earl Sherman, applicant, appeared before the Planning Commission. Mr. Sherman summarized the background of the subject use permit. He explained that the final permit was held up by the Coastal Commission, which is a requirement to obtain financing, because one of the existing lenders on the property refused to sign a Subordination Agreement required by the Coastal Commission in recording a Deed of Restrictions on the property. Mr. Sherman said that the Subordination Agreement has been received and that they are prepared for the final Coastal Commission permit so as to proceed with the project.

Mr. Sherman stated that there is a need for senior housing in Corona del Mar, that Corona del Mar has a high percentage of senior citizens, that the subject site is well adapted for senior citizens, that the site has previously had numerous problems with the neighborhood, that the proposed project would be compatible to the area, that the traffic would be less than the current use, that this is the same project that was previously approved by the City Council on December 9, 1985, that there would be a financial hardship if the use permit would not be extended, and that he has reviewed and concurred with the findings and conditions for approval in Exhibit "B".

In response to numerous questions posed by Commissioner Koppelman regarding heresay that the applicants have marketed the proposed project, and that twice as many rooms could be available if the two bedroom units would be modified, Mr. Sherman replied that the applicants intend to comply with the use permit, that they have discussed the project with financial associates and at present there are no plans to sell the facility, that in the process of financing the project, the applicant

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has spoken to many financial people and that they have received offers from people who would like to purchase the facility. Mr. Sherman concluded that the applicants intend to be owner/operators of the facility.

Mr. Dan Wiseman, 336 Hazel Drive, appeared before the Planning Commission so as to recommend denial of the proposed project for the following reasons: that the proposed 77 unit project could become a 146 unit project, that the parking requirements would not be accurate if the project did contain 146 units, that he was concerned where the employees of the proposed facility would park; and that the proposed project would impose a visual impact in the Buck Gully corridor.

Mr. Dick Nichols, 519 Iris Avenue, appeared before the Planning Commission to recommend denial of the proposed project. A primary concern of Mr. Nichols was that the bedrooms in the common living area could be used by more than one person. He maintained that several of the lenders have requested that this be allowed in the rules, which he commented could be accomplished in a lease. Mr. Nichols commented that more occupants would create additional traffic, which would increase the already heavy traffic on East Coast Highway through Corona del Mar. He commented that the Corona Highlands Community Association has requested that no "U" turns be permitted at the Seaward Avenue/East Coast Highway intersection which would force traffic to use the traffic signal at the Morning Canyon Road/East Coast Highway intersection, and that would increase the traffic at said intersection. Mr. Nichols stated that the proposed project's density would be higher than many hotels within the City, and he commented on the structure's encroachment into Buck Gully.

In response to a question posed by Commissioner Pomeroy, Mr. Nichols replied that the Corona del Mar Community Association, which he is representing as a member of the Board in addition to himself, continue to have mixed views of the proposed project similar to those views that they expressed two years ago: the project's density; that they are not against senior housing in Corona del Mar but that other areas in Corona del Mar may be more appropriate; that the project is beautiful; and that many of the project's proposed amenities previously approved have been cut back.

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In response to questions posed by Commissioner Debay regarding the restriction of the number of automobiles that the residents may have, Mr. Nichols replied that the occupants who will be paying high rent will be very mobile residents and that even if they do not personally drive, they will be associated with individuals who do drive.

Mr. Sid Soffer, 900 Arbor Street, Costa Mesa, appeared before the Planning Commission to comment on staff's recommendations of approval or denial as stated in the Exhibits of all staff reports.

Mr. Walter Ziglar, 327 Poppy Avenue, appeared before the Planning Commission as a member of the Board of the Corona del Mar Community Association. He referred to the 160 residents who signed the petition opposing the project that was submitted to the Planning Commission at the August 25, 1985, Planning Commission meeting. He commented that originally the project looked good; the majority of the residents thought the project was high density; that the developers did not compromise with the residents; that automobile restrictions would be difficult to enforce; heavy traffic on East Coast Highway; and he emphasized that the residents had concerns regarding employee and valet parking which would overcrowd their residential area with parking.

In response to questions posed by Commissioner Winburn, Mr. Ziglar replied that the petition was not recirculated; however, there was discussion among the residents during the past two months and that he is not repeating concerns from two years ago.

Mr. Sherman, applicant, reappeared before the Planning Commission in rebuttal to the aforementioned comments. He stated that the City Traffic Engineer has informed him that the proposed project would be a good use for the site because there would be less traffic than if the site contained a commercial use; that less than 25% of the senior citizens have automobiles; that the number of parking spaces has been calculated to be more than adequate; that there will be no more than 15 employees on-site at one time; that the project was designed so as to protect the Buck Gully view corridor; that 95% of the residents gave their support; and that senior citizens have contacted the applicants stating that they are interested in moving into the facility.

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In response to a question posed by Commissioner Debay regarding the restriction of the number of automobiles permitted by the residents, Mr. Sherman replied that because the Coastal Commission requested that the applicants increase the garage area, the applicants have planned tandem parking; that an advantage of congregate living is that the residents do not have to provide their own transportation; and that it would be difficult to limit the number of automobiles.

There being no others desiring to appear and be heard, the public hearing was closed at this time.

In response to a question posed by Commissioner Debay regarding a requirement to restore excavation if the project did not proceed as planned, Mr. Hewicker replied that there was a requirement on a previous project that the applicant must restore the excavation if the applicants lost their financing.

The Planning Commission and Mr. Hewicker discussed the Floor Area Ratio of the proposed project as opposed to projects that have been developed in Corona del Mar. Mr. Hewicker concurred that the typical approved density by the Planning Commission in Corona del Mar has been .75 - .83 Floor Area Ratio and that the proposed project is 1.98 Floor Area Ratio, or 1.60± including the subject property located in Buck Gully.

In response to a question posed by Chairman Person, Patricia Temple, Principal Planner, explained that the square footage calculations have been adjusted but that it appears that there are increases of square footage within the service areas.

Commissioner Koppelman stated that she did not previously support the proposed project and that she would not support the project now. She explained that the intensity is twice that of any structure in Corona del Mar; that there would be no extra parking available in the area if extra parking would be needed; she described the traffic patterns that would take place which would create heavy traffic on East Coast Highway and in the residential areas; that the project is too bulky for the site and is inappropriate for the site; and that the two bedroom units could be feasibly occupied by four people.

Motion

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Motion was made to deny Use Permit No. 3303 and Traffic Study subject to the Findings in Exhibit "A".

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In response to questions posed by Commissioner Pomeroy regarding the use permit process and the applicant's request for an extension to the use permit, Chairman Person explained that previous applications that have been more complex than the subject use permit have successfully been approved by the City and the Coastal Commission within two years.

Commissioner Winburn stated that she would support the motion because there is no difference between the previous project denied by the Planning Commission and the subject application, that the traffic problems remain the same, and that there remains concerns from the homeowners as previously stated.

Commissioner Debay stated that she would support the motion, but that she also has a concern regarding senior citizen housing.

Chairman Person stated that he would support the motion. He commented that he does not disagree with the concept of senior housing; however, this project is too dense on a site which is difficult because of lack of on-site parking, and if the applicant would come back with a smaller Floor Area Ratio that maybe he could support the project but it would have to be within the Floor Area Ratio that has been previously approved by the Planning Commission in Corona del Mar.

Commissioner Merrill stated that he would support the motion. He commented that he supports senior citizen housing; however, he opposed the project because of the intensity, the employee parking, the traffic problems, automobile restrictions would not be successful, and that the project is not in a good location.

Motion was voted on to deny Use Permit No. 3303 and Traffic Study subject to the Findings in Exhibit "A".
MOTION CARRIED.

A. TRAFFIC STUDY

Finding:

1. A. Traffic Study is not required for a project which is denied.

All Ayes

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December 10, 1987

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B. USE PERMIT NO. 3303

Findings:

1. The project will be detrimental to the health, safety, peace, comfort, and general welfare of persons residing or working in the neighborhood of the proposed use and detrimental or injurious to property and improvements in the neighborhood or the general welfare of the City in that the structure exceeds the basic height limit and is larger and has more bulk than other uses in Corona del Mar and will reduce public views of Buck Gully from East Coast Highway.
2. The structure will be visually imposing and out of scale with the surrounding community.
3. The intensity of the project results in difficult site access.
4. Construction of the project will require intensive grading, which may affect the sensitive resources in Buck Gully.

* * *

Use Permit No. 3304 (Public Hearing)

Request to permit the installation of a new auto spray booth in conjunction with an existing custom car manufacturing and repair facility on property located in the M-1-A District.

LOCATION: Lot C, Record of Survey 5264-451 (Resubdivision No. 105), located at 1577 Placentia Avenue, on the westerly side of Placentia Avenue, between 16th Street and Production Place, in the West Newport Triangle area.

ZONE: M-1-A

APPLICANT: Gaffoglio Family Metalcrafters, Newport Beach

OWNER: Prime Properties Development Co., Newport Beach

The public hearing was opened in connection with this item, and Mr. Gordon Holcomb appeared before the Planning Commission on behalf of the applicant. Mr.

Item No.7

UP3304

Approved

April 21, 1988

DEBAY
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 MERRILL
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 WINBURN

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	<p><u>A. Traffic Study (Continued Public Hearing)</u></p> <p>Request to approve a traffic study so as to permit the construction of 120 unit elderly personal care facility on property located in the P-C District.</p> <p style="text-align: center;">AND</p> <p><u>B. Use Permit No. 3312 (Continued Public Hearing)</u></p> <p>Request to permit the construction of a 120 unit elderly personal care facility on property located in the P-C District. The proposal also includes: a request to allow a portion of the structure to exceed the basic height limit in the 32/50 Height Limitation District; a request to construct a flag pole on top of the structure which exceeds 50 feet in height; a request to establish an off-street parking requirement based on a demonstrated formula; and a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full time valet parking service.</p> <p>LOCATION: Parcel 1 of Parcel Map 85-257 (Resubdivision No. 811), located at 3901 East Coast Highway, on the southeasterly corner of East Coast Highway and Hazel Drive, in Corona del Mar.</p> <p>ZONE: P-C</p> <p>APPLICANT: Emerald Associates, Newport Beach</p> <p>OWNER: A.T. Leo's Inc., Irvine</p> <p>James Hewicker, Planning Director, referred to the staff report addendum distributed to the Planning Commission regarding the Floor Area Ratios of previous projects approved in Corona del Mar, and to the Memorandum addressed to the Planning Commission from the City Attorney's Office dated April 21, 1988, in response to a letter from Shute, Mihaly & Weinberger, attorneys at law, dated April 15, 1988. Mr. Hewicker acknowledged the letters of opposition to the proposed project received by staff from the residents of Corona del Mar, and he requested that said residents inform staff what they would propose as an alternative to the site inasmuch as staff is preparing a review of the General Plan.</p>	<p>Item No. 3</p> <p>TS <u>UP3312</u></p> <p>Continued to <u>6-9-88</u></p>

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~~This use permit shall expire unless exercised within 24 months from the date of approval as specified in Section 20.80.090 A of the Newport Beach Municipal Code.~~

A. General Plan Amendment 85-1 (c) (Public Hearing)

Item No.5

Consideration of an amendment to the Land Use Element of the Newport Beach General Plan so as to redesignate a portion of the subject property from "Low Density Residential" to a combined designation of "Administrative, Professional and Financial Commercial" and "Retail and Service Commercial", and the acceptance of an environmental document.

GPA 85-1(c)

Amend.No.7

Amend.No. 620

Traffic Study

AND

B. Amendment No. 7 to the Local Coastal Program (Public Hearing)

UP3155

Consideration of an amendment to the Certified Local Coastal Program, Land Use Plan, so as to redesignate a portion of the property from "Low Density Residential" to "Retail and Service Commercial".

Continued to Oct.10, 1985

AND

C. Amendment No. 620 (Public Hearing)

Request to amend a portion of District Map No. 18 so as to reclassify certain property from the R-1 District to the C-1 District.

AND

D. Traffic Study (Public Hearing)

Request to consider a traffic study so as to permit the construction of an 80 unit senior congregate living facility in the R-1 (proposed to be rezoned to C-1) and the C-1 Districts.

AND

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E. Use Permit No. 3155 (Public Hearing)

Request to permit the construction of an 80 unit senior congregate living facility on property located in the R-1 (proposed to be rezoned to C-1) and the C-1 Districts. The proposal also includes: a request to allow a portion of the structure to exceed the basic height limit in the 32/50 Foot Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; and a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full-time valet parking service.

LOCATION: Lots 58-67 and a portion of Lot 68, Block A, Tract No. 673, located at 3901 East Coast Highway, on the southeasterly corner of East Coast Highway and Hazel Drive, in Corona del Mar.

ZONES: R-1 and C-1

APPLICANT: S.J.S. Development Corporation, Beverly Hills

OWNER: A.T. Leo's, Ltd., Irvine

James Hewicker, Planning Director commented that copies of correspondence in support of the Crown House were submitted to the staff on Tuesday afternoon, August 20, 1985. He referred to the addendum to the staff report recommending revisions to Condition No. 22 and Condition No. 57 as requested by the applicant, and Condition No. 67 and Condition No. 68 as recommended by staff. Mr. Hewicker stated that to limit the use of the site to a senior living facility as is being discussed, staff has concerns relative to uniformity of permitted uses in C-1 Districts throughout the City. Mr. Hewicker expressed concerns that staff has relative to the proposed Land Use Element of the General Plan Amendment specifically referring to the view preservation and aesthetics of the proposal.

In response to a question posed by Commissioner Kurlander regarding the proposed Condition No. 67 stating "that the facility shall be limited to persons age 55 or older," Patricia Temple, Environmental Coordinator, replied that age 55 or older was suggested by staff for consistency with previous senior housing approvals granted by the City.

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Commissioner Koppelman asked what residential projects have been approved that would be in comparison to the 53.3 density unit buildable per acre of this project. Mr. Hewicker replied that he does not consider this a residential project, instead as a residential care facility. He pointed out that the Lutheran Church Senior Citizen housing facility, Oakwood Apartments and the Villa Balboa-Versailles residential projects would all be 40.0 units per buildable acre or higher. He further commented that the proposed project could be compared to a hotel but the rooms are larger. Chairman Person opined that the proposed project may have the ancillary facilities of a hotel but that the occupants would not be moving in and out on a daily basis.

The public hearing was opened in connection with this item, and Mrs. Jodie Sherman, 602 North Maple Drive, Beverly Hills, applicant, appeared before the Planning Commission. Mrs. Sherman presented an over-view of the Crown House proposal and introduced Ron Yeo, Architect. She said that occupancy of the facility will be on a rental basis, and three meals a day will be provided in addition to many personal and recreational services. Mrs. Sherman described the project's design, and the advantages that the location has for senior citizen housing.

Mrs. Sherman stated that the applicants and Mr. Yeo have met with many of the homeowners on Hazel Drive and Evening Canyon Drive at which time they presented the proposed project and model. She said that the applicants have met with the Corona Highlands Homeowners Association, Shorecliffs Homeowners Association, Corona del Mar Civic Association, Corona del Mar Chamber of Commerce, and OASIS. Mrs. Sherman commented that Mrs. Phipps on Hazel Drive, Shorecliffs Homeowners Association, Mr. John Killifer, and OASIS have written letters in favor of the project.

On behalf of the applicants, Mr. Ron Yeo stated that the applicants concur with the findings and conditions of approval in Exhibit "B", including the two modified conditions and the two added conditions. He further stated that the applicants would also agree to raise the age limit to 62 years or older.

In response to a question posed by Commissioner Turner, Mrs. Sherman replied that the beauty shop would not be open to the public but only to residents and guests of the facility, and that the beauty shop would be open only a few days during the week.

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Mr. Ron Covington, 707 Orchid Street, appeared before the Planning Commission on behalf of the Corona del Mar Civic Association. Mr. Covington stated that the Association is requesting that the public hearing be continued to give the Association additional time for review of the project. He commented that the Association feels that the project does have potential and could fit the needs of Corona del Mar, but several of the Association's recommendations and concerns are that the parking requirement be increased; that the age limit be at least 62 years or older; that the food service should be a part of the resident's lease agreement; that there be wider setbacks on Hazel Drive and East Coast Highway; and that the project is too dense.

Chairman Person asked Mr. Covington if staff's recommended Condition No. 67 stating "that the occupancy of the facility shall be limited to persons age 55 or older. State law may further restrict occupancy to persons age 62 or older", would be acceptable. Mr. Covington replied that he would agree to this condition however he could not speak for the Association. Chairman Person also pointed out staff's recommended Condition No. 68 stating "ancillary commercial uses in the structure shall be for the use of residents and their guests and shall not be available to members of the general public." He requested Mr. Covington and others to give their opinions regarding this added condition.

Further discussion followed between Commissioner Turner and Mr. Covington regarding the proposed project's parking requirements. In summary, Mr. Covington commented that the Association is concerned that there will be more traffic and parking than what has been projected.

Mr. Walter Zigler, 327 Poppy, appeared before the Planning Commission. Mr. Zigler commented that he likes the project, but he feels that the density may be too great. He compared the proposed facility with the Mesa Verde Senior residence, and stated that after discussing the parking situation with the owner of the Mesa Verde facility that one to one parking would not be adequate because senior citizens have many visitors. Mr. Zigler also stated his concern regarding the possibility of valet and employee parking on Hazel Street and Poppy Street.

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In response to inquiries from Commissioner Koppelman, Mr. Zigler replied that he would be looking directly over 5 Crowns Restaurant into the proposed Crown House facility. He said that he does not object to the bulk of the building but he does object to the number of units and residents proposed for the facility, and the recommended parking.

Commissioner Turner asked Mr. Zigler how the proposed facility could be compared to the Mesa Verde Senior facility. Mr. Zigler replied that Mesa Verde has a convalescent area and an apartment building on a two acre site, and that he believes that the two facilities would be comparable.

Dr. Paul Johnson, 1425 Santanella Terrace, appeared before the Planning Commission. Dr. Johnson stated his concerns and recommendations for the proposed facility suggesting that considering the residents average age would be between 70 years to 75 years, that the ingress - egress of East Coast Highway could be extremely dangerous and that he would recommend a change in the traffic pattern; he asked if the applicants have owned or managed a similar facility, and if so, could the facility be visited; he asked if a feasibility study had been done and if so, could it be made available to the Planning Commission and to the public; he opined that the projected rental rate in excess of \$2,000.00 is double that of the average rental rate for a congregate care facility. He compared this rental rate with Regent's Point, Irvine, by stating that Regent's Point is a life care facility, and that The Irvine Company is considering a similar facility to the proposed facility adjacent to Regent's Point, Irvine. Dr. Johnson pointed out that the proposed project is a single use facility, that as the facility is proposed, and if it is not successful, that it could be a white elephant in Corona del Mar because there would not be another use for the building. Dr. Johnson asked that the public hearing be continued for further study and review.

Chairman Person asked Dr. Johnson how this facility compares with the facility that Dr. Johnson has developed in Fountain Valley. Dr. Johnson replied that the main difference would be in the projected rental rates, that the level of services are about the same and that he recommends a feasibility study to justify the projected rental rate. He also stated that the parking ratio is similar to the Fountain Valley

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facility, however he recommended that a professional Traffic Engineering study be done comparing the proposed facility with similar facilities in Southern California.

Commissioner Turner and Dr. Johnson discussed the merits of a feasibility study. Commissioner Turner opined that the City does not have the right to demand a feasibility study, whereas Dr. Johnson opined that the City has the obligation to protect the residents in the event the single use facility does not succeed and becomes an eye-sore.

In response to Commissioner Winburn's inquiry regarding the proposed congregate care facility in Irvine, Dr. Johnson replied that the facility will be similar to Villa Valencia in Laguna Hills and the start of construction will be in approximately 3 to 6 months.

Ms. Deedee Masters, 140 Fernleaf, appeared before the Planning Commission, supporting the proposed project. Ms. Masters commented that she does not believe that the project is too huge, that the \$2,000.00 monthly rental fee is not too high, that there is a need for the proposed concept, that the development would eliminate previous problems that the City has had regarding useage of the property, and that anywhere in Corona del Mar the ingress-egress is bad.

Mr. Ray Sanford, 703 Narcissus, appeared before the Planning Commission, in support of the proposed project. Mr. Sanford commented that his business research has shown that because the population of the elderly is increasing that affordable senior housing is a high priority and there is a need for the proposed concept.

Mr. Larry Chang, 3901 East Coast Highway, appeared before the Planning Commission to address Ming Dynasty restaurant's on-site parking problems. Chairman Person advised Mr. Chang to contact the Planning Department staff regarding the restaurant's operation.

Mr. Ming Ching Chow, 3901 East Coast Highway, appeared before the Planning Commission stating that he favors the subject site for a restaurant facility.

The public hearing was closed at this time.

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Commissioner Koppelman commented that she believes the project is appropriate to this particular site, and that this type of project should be encouraged. She discussed several of her concerns regarding the proposed development stating that the project's intensity is not consistent with the neighboring businesses in Corona del Mar; that the project's four floors adjacent to East Coast Highway gives the impression of a solid wall and that visually the building is more appropriate for a larger site; that the proposed building obscures the view through Buck Gully, and that natural view corridors should be encouraged; that she was concerned as to whether the parking requirement of one parking space per unit is sufficient; that the building's intensity be reduced to 1.25 buildable acre to conform with the surrounding area and to increase the parking so that staff concerns are taken into consideration as well as the requirements for the residential apartment renters; and to maximize the setbacks to open up the view corridors. Commissioner Koppelman suggested that the public hearing be continued so that the applicant could have ample time to resubmit plans that would meet the guidelines the Planning Commission recommend to the applicant.

Discussion followed between Mr. Hewicker and Commissioner Koppelman. Mr. Hewicker requested verification of the lot size against which the 1.25 floor area ratio would be calculated. Commissioner Koppelman replied 1 times total lot size, 1.25 as it relates to the buildable area.

In reference to the staff's Traffic Study, Rich Edmonston, Traffic Engineer, advised Commissioner Goff that the project's 320 traffic total is trip ends and not round trips.

Mr. Hewicker stated that staff is concerned with the zoning change Amendment to C-1 Zone, and the future use of the property if the proposed project is not built. Another project could then be proposed that may not need discretionary approval. If the project is built and could not continue, the C-1 District may allow uses which may not be acceptable on this site. He said that one possibility would be to reclassify the site to a Planned Community Zone. In accordance with the zoning standards, the property is too small to be zoned to a Planned Community District but there are provisions in

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the Code allowing the City to make a waiver in respect to the size of the parcel. If the parcel is zoned to a Planned Community District, then the use permit could become the development plan for this particular Planned Community and no other use of the property could be achieved without amending the Planned Community Development plan. He said that one reason the zoning change to commercial would be desirable for the applicant is because the applicant could get a 32/50 foot height limit, but he further stated that under the Planned Community zone the applicant could also get a 32/50 foot height limit. Mr. Hewicker commented that typically businesses are not permitted in a residential district, however the Park Newport development was developed under an unclassified zone and the developers came to the City with a use permit wherein the residential project was built and commercial uses were established in the complex.

The public hearing was reopened, and Chairman Person asked Mr. Yeo to reappear before the Planning Commission. Chairman Person and Mr. Yeo discussed the applicant's willingness to continue the public hearing and the time frame necessary to resubmit new plans. Mr. Yeo stated that the applicant would agree to the Planning Commission's decision.

Commissioner Kurlander advised the applicant of his concern regarding parking, specifically that if the parking is based on 16 employees in addition to occupants of the 80 units, that one parking space per unit may not be adequate and asked the applicant to submit an alternate parking plan. Mr. Yeo replied that the applicant would supply whatever parking the City requires, but that based on the results of research by a professional Traffic Engineer that 0.65 parking space per unit is ample and that similar facilities have shown this figure to be correct. He said that the Traffic Engineer and the applicant agreed that one parking space per unit would be reasonable. Mr. Yeo asked staff on what basis the one parking space per unit was based. Ms. Temple responded that the one to one parking ratio includes employee parking assuming that not all of the residents have automobiles. Commissioner Kurlander stated that his other concerns include ingress-egress on East Coast Highway, and the massive structure.

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Commissioner Winburn stated her concern regarding the project ingress-egress on East Coast Highway, that the density of the proposed development is out of character with the Corona del Mar neighborhood, and that she is requesting additional information regarding the neighborhood structures height. Commissioner Winburn requested that the applicant make the decision regarding where the cuts should be in the proposed development. She opined that there is a need for this type of facility and that the location would be a desirable location. In response to a question posed by Mr. Yeo, Commissioner Winburn stated that she is requesting a cut in the mass of the structure and not the number of units.

Commissioner Goff stated that he is not as concerned with the visual mass of the building, but that he is concerned with what the density may imply, an example being the ingress-egress on East Coast Highway. In reference to Condition No. 23 which states that "valet parking service be provided at all times during the proposed development's hours of operation", Commissioner Goff recommended that the condition state "that valet parking service be provided at all times". He commented that if figuring the development's 320 trips in per day is based on a 16 hour period, that there would be a trip in every 3 minutes, and he summarized these facts by stating that he was not comfortable with the valet service coupled with a trip in every 3 minutes. Commissioner Goff opined that the solution may be to cut back on the number of units.

Commissioner Turner stated that in regard to the ingress-egress, that there is a center divider in the middle of East Coast Highway, that Hazel Street is a narrow one-way street, and that in summary there is no other way to drive on and off the site. He concurred that there is a hazard on East Coast Highway and suggested that maybe a signal could be installed to alert the ingress-egress traffic. In reference to view corridors, Commissioner Turner opined that the majority of people are possibly talking about the view through Buck Gully, and recommended that the setback be moved back on the left side of the project. He recommended that the 5 foot setback be moved back on East Coast Highway to open up a view corridor and stated that the building could be broken up with landscaping or architectural features. Commissioner Turner suggested

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PLACE: City Council Chamber
TIME: 7:30 P.M.
DATE: October 10, 1985

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Present	x	x	x	x	x	x	x
Motion		x					
Ayes	x	x	x	x	x	x	x
Abstain			x				

All Commissioners Present

EX-OFICIO MEMBERS PRESENT:

James D. Hewicker, Planning Director
Robert Burnham, City Attorney

STAFF MEMBERS PRESENT:

Patricia Temple, Environmental Coordinator
W. William Ward, Senior Planner
Donald Webb, City Engineer
Rich Edmonston, Traffic Engineer
Dee Edwards, Secretary

Minutes of September 19, 1985:

Motion was made for approval of the September 19, 1985, Planning Commission Minutes, which MOTION CARRIED.

A. General Plan Amendment 85-1 (c)
(Continued Public Hearing)

Consideration of an amendment to the Land Use Element of the Newport Beach General Plan so as to redesignate a portion of the subject property from "Low Density Residential" to a combined designation of "Administrative, Professional and Financial Commercial" and "Retail and Service Commercial", and the acceptance of an environmental document.

AND

B. Amendment No. 7 to the Local Coastal Program (Continued Public Hearing)

Consideration of an amendment to the Certified Local Coastal Program, Land Use Plan, so as to redesignate a portion of the property from "Low Density Residential" to "Retail and Service Commercial".

Minutes of 9-19-85

Item No. 1

GPA 85-1(c)

Amendment No. 7 to the Local Coastal Program

Amendment No. 620

Traffic Study

Use Permit No. 3155

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AND

C. Amendment No. 620 (Continued Public Hearing)

Denied

Request to amend a portion of District Map No. 18 so as to reclassify certain property from the R-1 District to the C-1 District.

AND

D. Traffic Study (Continued Public Hearing)

Request to consider a traffic study so as to permit the construction of an 80 unit senior congregate living facility in the R-1 (proposed to be rezoned to C-1) and the C-1 Districts.

AND

E. Use Permit No. 3155 (Continued Public Hearing)

Request to permit the construction of an 80 unit senior congregate living facility on property located in the R-1 (proposed to be rezoned to C-1) and the C-1 Districts. The proposal also includes: a request to allow a portion of the structure to exceed the basic height limit in the 32/50 Foot Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; and a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full-time valet parking service.

LOCATION: Lots 58-67 and a portion of Lot 68, Block A, Tract No. 673, located at 3901 East Coast Highway, on the southeasterly corner of East Coast Highway and Hazel Drive, in Corona del Mar.

ZONES: R-1 and C-1

APPLICANT: S.J.S. Development Corporation, Beverly Hills

OWNER: A.T. Leo's, Ltd., Irvine

James Hewicker, Planning Director, commented on the September 9, 1985, petition signed by 32 residents residing on Hazel Street and Poppy Street opposing the

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proposed project, and the petition dated October 10, 1985, representing 60 residents opposing a proposed convalescent hospital. Mr. Hewicker stated that the proposed project does not include a convalescent hospital.

Patricia Temple, advised Chairman Person that staff has prepared floor area ratio information based on the entire site size and the buildable area of the site.

The public hearing was opened in connection with this item, and Mr. Earl Sherman, 602 North Maple, Beverly Hills, applicant, appeared before the Planning Commission. Mr. Sherman described the proposed project, and he advised that the redesign as requested by the Planning Commission at the August 22, 1985, meeting includes a modification to the previous design relating to the view corridor adjacent to Buck Gully, public safety access, and lessening of the visual bulk of the easterly wing of the building. Mr. Sherman stated that the applicant concurs with the findings and conditions for approval in Exhibit "A".

Mr. Ron Yeo, architect, appeared before the Planning Commission. Mr. Yeo described the redesign of the proposed project adjacent to Buck Gully to expand the visual corridor, and he stated that the proposed facility's traffic would be less than the site currently generates by the existing development.

In response to questions posed by Commissioner Koppelman, Mr. Yeo described the proposed basement area, and he stated that the dwelling units in the basement area will be two bedroom units with patios, and that there will be a slight slope to the second level parking area.

Mr. Walter Zigler, 327 Poppy Street, appeared before the Planning Commission opposing the proposed project. He referred to the petition that he submitted on September 9, 1985, and stated that he only found one resident on Poppy Street or Hazel Street that was in favor of the project. Mr. Zigler compared the proposed project's number of units and number of parking spaces to the nine hotels listed in the staff report by stating that seven of the hotels consist of one bedroom units and two of the hotels have a minimal number of two bedroom units. He stated that Crown House requires

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a .48 parking ratio for 77 two bedroom units or 154 units parking ratio, which he stated is a lower parking ratio than the aforementioned comparable hotels. Mr. Zigler stated that the .48 parking ratio does not include employee or guest parking, and that there is virtually no off-street parking in the surrounding area because of the beach parking and Five Crown Restaurant employee parking on Poppy Street and Hazel Street. He further stated that the proposed structure would be too dense for the low-profile community.

In response to a question posed by Commissioner Turner, Mr. Zigler replied that he did not inquire how many of the parking spaces were not being utilized at the aforementioned hotels, whereby Commissioner Turner referred to the number of hotel unused parking spaces as stated in the staff report. Mr. Zigler commented that he was informed by the Mesa Verde Senior Citizen Home that one-half car space is provided per room for guests.

In response to a question posed by Commissioner Koppelman, Mr. Zigler replied that the Mesa Verde Senior Citizen Home has 40 parking spaces for 40 rooms, 2 beds per room, and that there are 10 units of 2 bedrooms each in an adjacent building that has a small parking lot. He opined that there is ample off-street parking in the Mesa Verde Senior Citizen Home area.

Dr. Paul R. Johnson, 1425 Santanella Terrace, appeared before the Planning Commission in opposition to the proposed project. Dr. Johnson complimented the applicants on a well designed project and a project that is needed in the community; however, he strongly emphasized that because many of the residents of the facility may not be ambulatory and who are elderly, he was concerned about their safety and that they should be protected from any possible danger related to traffic on East Coast Highway.

In response to Commissioner Winburn, Dr. Johnson confirmed that the proposed project is similar to the personal care facility at Regents Point, Irvine, and Villa Valencia, Laguna Hills, and that the average resident's age will be 75 years old to 80 years old. He cited that because many of the residents will not be driving that he has no problem with the number of proposed parking spaces. Commissioner Winburn informed

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Dr. Johnson that the Planning Commission is aware of the dangers to the residents exiting and entering East Coast Highway. Dr. Johnson opined that there is no solution to the danger problem.

Commissioner Turner asked the applicant or staff to advise the number of employees anticipated to be on site at one time and the physical capabilities of the individuals involved. He stated that he was of the opinion that the residents would not have advanced stages of physical disabilities.

Mr. Dick Nichols appeared before the Planning Commission on behalf of the Corona del Mar Community Association whereby he referred to a letter by the Association supporting the proposed project because of the project's design, and the neighbors were in favor of the project. He cited that because of the aforementioned petitions that the Association's support could be swayed and turned around. He commented on several concerns of the Association: that each bedroom has a separate access to the living area and a totally independent person could reside there including a nurse who is a mobile person; that there could be engineering problems because of the excavation of bedrock and the possibility of sand; and how the proposed project could be maintained as an elderly facility and not as a singles project if the facility should bankrupt.

In response to questions posed by Commissioner Turner, Mr. Nichols stated that the Corona del Mar Community Association has extensively reviewed and voted on the project, and that he is the swing vote. He commented that prior to the aforementioned petitions opposing the project that the Association Board had only seen petitions that were in favor of the project.

Mr. Hewicker stated that staff has recommended that the site be zoned as a Planned Community District, and that a use permit would govern the project operating on that site. He explained that if the proposed project does not succeed than each successor on that site would need to operate within the conditions of a use permit. Mr. Hewicker stated that his personal research on similar Lutheran Church senior housing is that the average entry level age for a man and wife is 78 years old living in a two bedroom, two bath unit, and each individual enjoys a separate bedroom and bath. He

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cited that the Luthern housing facilities plan includes 1/2 parking space per dwelling unit which includes employees and guests.

Commissioner Koppelman asked Mr. Webb if the traffic staff has developed a mitigation access on East Coast Highway and a U-turn on Seaward Road? Mr. Webb cited that records over the past four years have shown that only one accident may have been related to a U-turn, and that there are no records of accidents coming out of the driveway of the previous restaurants that have operated on the subject site. He said that because of past records that the area is not considered a high danger area, and that the normal standard used by the City and Cal-Trans to allow U-turns is barely met. Mr. Webb commented further that the City is hesitant about restricting U-turns in advance of seeing the problem occur because of the routing to the businesses across East Coast Highway from the proposed project. He said that the City has not ruled out prohibiting U-turns at Seaward Road and allow U-turns at the traffic signal at Morning Canyon; or to make more room for a U-turn at Seaward Road by prohibiting parking on the southerly side of East Coast Highway and shifting the striping slightly. Commissioner Koppelman and Mr. Webb discussed the traffic pattern options on East Coast Highway at Seaward Road. In reply to Commissioner Turner's inquiry regarding future definitive traffic recommendations, Mr. Webb stated that the problem is a subjective situation, and that the City would have to rely heavily on an in-house educational program for the residents. Commissioner Koppelman inquired about the long traffic signal at Morning Canyon Road, and Mr. Webb stated that the State of California has set the traffic lights for a continuous flow of traffic on East Coast Highway; however, if the State received a reasonable request to change the traffic lights on Morning Canyon Road then the timing could be corrected in a short period of time.

Mr. Ron Yeo reappeared before the Planning Commission. Mr. Yeo stated that the applicants have projected 14 day employees who will be driving an automobile, 6 night employees who will be driving an automobile, and 12 housekeeping employees who will probably not have an automobile but who will utilize public transportation. He opined that after the residents become accustomed to other conveniences offered by the facility that fewer

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occupants will drive their own automobiles. Mr. Yeo said that the applicants are willing to cooperate with any finding that would make the area safer for the residents. Mr. Yeo advised that the three bedroom units were omitted in the projects redesign. He stated that the applicants did not canvas Poppy Street with a petition because they did not feel that the area would be impacted by the facility. Commissioner Goff discussed with Mr. Yeo and Mr. Webb the feasibility of egress on Hazel Street and ingress on East Coast Highway.

The public hearing was closed at this time. Commissioner Eichenhofer advised that she has listened to the August 22, 1985, Planning Commission Meeting tape and she has read the minutes relating to the subject application.

Commissioner Turner commented that because the proposed project would create less traffic than other operations that would be developed on the subject property, that there have been noise problems on the site from previous restaurant operations, that senior citizens have expressed a need for senior citizen housing, and that the proposed parking is adequate, he made a motion to approve General Plan Amendment 85-1(C), Amendment No. 7 to the Local Coastal Program, Amendment No. 620, Traffic Study, and Use Permit No. 3155.

Commissioner Koppelman stated that she has studied the traffic impact in the area since the August 22, 1985, Planning Commission meeting and is concerned with the egress out of the project and the dangers to the senior citizens. She said that the 1.74 floor area ratio is higher than any structure approved in the area and would have desired the project to be cut down to 1.25 times buildable area. Commissioner Koppelman made a substitute motion to approve General Plan Amendment 85-1(C), Amendment No. 7 to the Local Coastal Program, Amendment No. 620, Traffic Study, and Use Permit No. 3155 that would limit the floor area ratio of 1.25 times buildable area of the site.

Ms. Temple advised that based on the standard Zoning Code definition of "buildable area" and the calculations of the building, that the building is 1.27 times buildable area. She stated that 1.74 times

Motion

x

Substitute Motion

x

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buildable area referred to was deleting certain portions of the site which were in the slope area, and that Commissioner Koppelman needed to clarify what to delete from that specific calculation. Ms. Temple explained that 1.27 times buildable area as defined in the Zoning Code is different from buildable acreage in the General Plan and she clarified that difference to Commissioner Koppelman. Chairman Person clarified the motion by reducing the floor area ratio 1.27 times buildable area to 1.00 times buildable area. In response to a question posed by Commissioner Winburn, Ms. Temple advised that the difference between 1.25 times the flat area of the site or 1.00 times full size of the site is 13,000 square feet. Commissioner Koppelman clarified her motion by stating the building area would be 1.00 times the total site.

Chairman Person made a substitute substitute motion based on the size and bulk of the project, traffic problems and the concerns of the surrounding residents, to deny General Plan Amendment 85-1(C), Amendment No. 7 to the Local Coastal Program, Amendment No. 620, Traffic Study, and Use Permit No. 3155, subject to the findings for denial as set forth in Exhibit "A" and Exhibit "B" of the staff report of August 22, 1985.

Commissioner Turner asked Chairman Person if he would consider a redesign of the project? Chairman Person replied that the applicant has come back with a redesign and the applicant did not go far enough as suggested at the August 22, 1985 Planning Commission Meeting and there is still a difficulty with the mass and the traffic on East Coast Highway. Chairman Person commented that there has been concern among several of the Commissioners that if the project is approved that the City could possibly be held liable for the safety of the residents on East Coast Highway, and based on that scenario he would not approve continuance of the project.

Commissioner Koppelman advised that she would withdraw her substitute motion after hearing the reasons of the substitute substitute motion, and she would support the substitute substitute motion.

City Attorney Burnham stated that the Planning Commission and the City would not be liable for any facet of the proposed project.

Substitute
Substitute
Motion

x

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Ayes
 Noes

x							
	x						
		x					
			x				
				x			
					x		
						x	

The substitute motion to deny General Plan Amendment No. 85-1(C), Amendment No. 7 to the Local Coastal Program, Amendment No. 620, Traffic Study, and Use Permit No. 3155, subject to the findings in Exhibit "A" and Exhibit "B" of the original staff report was voted on, and MOTION CARRIED.

A. General Plan Amendment 85-1(C)

Findings:

1. The proposed use does not necessitate approval of a General Plan Amendment.
2. Approval of a commercial land use designation may enable development of a land use which is incompatible with the existing residential neighborhood.

B. Local Coastal Program Amendment No. 7

Findings:

1. The proposed use does not necessitate approval of a Local Coastal Program Amendment.
2. Approval of a commercial land use designation may enable development of a land use which is incompatible with the existing residential neighborhood.

C. Amendment No. 620

Finding:

1. The requested Amendment is inconsistent with the Newport Beach General Plan and Certified Local Coastal Program Land Use Plan.

D. Traffic Study

Finding:

1. A Traffic Study is not required for projects which are denied.

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E. Use Permit No. 3155

Findings:

1. The project will be detrimental to the health, safety, peace comfort, and general welfare of persons residing or working in the neighborhood of the proposed use and detrimental or injurious to property and improvements in the neighborhood or the general welfare of the City in that the structure exceeds both the basic and use permit height limit, does not provide adequate emergency access and blocks public views from East Coast Highway.
2. The structure will be visually imposing and out of scale with the surrounding community.
3. Environmental Documents are not required for projects which are denied.

* * *

The Planning Commission recessed at 8:55 p.m. and reconvened at 9:10 p.m.

* * *

Final Map of Tract No. 12245 (Discussion)

Item No. 2

Request to approve the Final Map of Tract No. 12245, subdividing 9.604 acres of land into 47 numbered lots for single family attached residential development; one numbered lot for private recreational purposes; one numbered lot for public park purposes; and three lettered lots for private street purposes.

Final Map of Tract No. 12245

Approved Conditionally

LOCATION: Portions of Blocks 93 and 96, Irvine's Subdivision, located at 875 Marguerite Avenue on the southwesterly corner of Marguerite Avenue and Harbor View Drive, adjacent to Harbor View Hills.

ZONE: P-C

APPLICANT: LDM Development, Inc., Laguna Hills

4/6

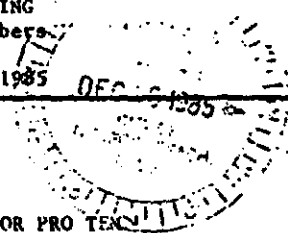
CITY OF NEWPORT BEACH

MINUTES

COUNCIL MEMBERS

ROLL CALL	COX	STRAUSS	PLUMMER	MAURER	HART	HEATHER	AGE
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REGULAR COUNCIL MEETING
 PLACE: Council Chambers
 TIME: 7:30 P.M.
 DATE: December 9, 1985



INDEX

Present	x	x	x	x	x	x	x
Motion All Ayes		x					
Motion All Ayes					x		
Motion All Ayes					x		
Motion All Ayes					x		
Motion All Ayes			x				
Motion All Ayes			x				

A. ROLL CALL.

ELECTION OF MAYOR AND MAYOR PRO TEM

The City Clerk presided for the election of the new MAYOR, and placed all members of the Council on an equal basis to nominate and elect.

Motion was made to conduct oral nominations for Mayor and conduct election by roll call vote.

Council Member Strauss commented that Philip Maurer has been Mayor for one year now, for what has traditionally been a two-year term. He stated that Phil has done an excellent job, and "it is my pleasure to nominate him as Mayor for the coming year."

Motion was made to conduct oral nominations for Mayor Pro Tem and conduct the election by roll call vote.

Motion was made to nominate Ruthelyn Plummer as Mayor Pro Tem for the coming year.

Motion was made to adopt Resolution No. 85-95 authorizing an allowance of \$287.79 per month to the Mayor in accordance with Section 404 of the Charter.

B. The reading of the Minutes of the Meeting of November 25, 1985, was waived, approved as written, and ordered filed.

C. The reading in full of all ordinances and resolutions under consideration was waived, and the City Clerk was directed to read by titles only.

D. HEARINGS:

1. Mayor Maurer opened the public hearing regarding:

GENERAL PLAN AMENDMENT 85-1(C) -
 Consideration of an amendment to the Land Use Element of the Newport Beach General Plan so as to redesignate a portion of the property located at 3901 East Coast Highway, Corona del Mar, from "Low-Density Residential" and a mixture of "Administrative, Professional and Financial Commercial" and "Retail and Service Commercial" to a combined designation of "Administrative,

Election of Mayor

Election of Mayor Pro Tem

Res 85-95

GPA 85-1(C) (45)

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COX STRAUSS FLUMMER MAURER HART HEATHER AGE

ROLL CALL

December 9, 1985

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ROLL CALL	COX	STRAUSS	FLUMMER	MAURER	HART	HEATHER	AGE	
								<p style="text-align: center;">1.</p> <p>Professional and Financial Commercial" and "Multi-Family Residential," and the acceptance of an Environmental Document; and</p> <p><u>AMENDMENT NO. 7 TO THE LOCAL COASTAL PROGRAM</u> - Consideration of an amendment to the Certified Local Coastal Program, Land Use Plan, so as to redesignate a portion of the property located at 3901 East Coast Highway, Corona del Mar, from "Low-Density Residential" and "Retail and Service Commercial" to a combined designation of "Administrative, Professional and Financial Commercial" and "Multi-Family Residential;" and</p> <p><u>AMENDMENT NO. 620 (PROPOSED ORDINANCE NO. 85-31)</u> - Request to amend a portion of District Map No. 18 so as to reclassify certain property from the R-1 District and the C-1 District to the Planned Community District; and</p> <p><u>TRAFFIC STUDY</u> - Request to consider a traffic study so as to permit the construction of a seventy-seven unit senior congregate living facility; and</p> <p><u>USE PERMIT NO. 3155</u> - Request to permit the construction of a seventy-seven unit senior congregate living facility on property located in the R-1 and the C-1 Districts (proposed to be rezoned to P-C). The proposal also includes: A request to allow a portion of the structure to exceed the basic height limit in the 32/50 Foot Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; and a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full-time valet parking service.</p> <p>Report from the Planning Department, was presented.</p> <p>Letters from Wally Ziglar, Michael Chandler, and Cornelia and Walter Roys opposing the project, were presented.</p> <p>Letter from Friends of Oasis in support of the proposed Crown House Hotel/Apartment Residential Complex for today's independent, active seniors, was presented.</p>

Amnd #7/
LCP

PCA 620
Ord 85-31
(94)

Traffic St

U/P 3155
(88)

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The City Clerk reported that after the agenda was printed, a petition containing 53 signatures, as well as a letter from A. M. McDougal, Trust Officer for the Finch family, whose property is located at 344-356 Hazel, was received in favor of the proposed project; and a letter of opposition to the proposed project was received from Jonathan Lehrer-Graiver of Western Center on Law and Poverty, Inc.

CFA 85-11
PCA 620/
U/P 3155

It was noted by the staff that this project was before the City Council on appeal due to Planning Commission denial on October 10, 1985.

David Neish, Urban Assist. Inc., representing the applicant, S.J.S. Development, addressed the Council and reviewed the proposed project noting there would be 77 units; 68 units with 2 bedrooms and 9 one-bedroom units. All units would be for rent and there would be no "for sale" units. The tenants would be provided three meals each day, in addition to daily maid service. The tenants would also have available to them a van and limousine for local transportation needs. A full-time valet will be on site to park cars for the tenants, guests and staff. The complex will contain a room for recreation and crafts, as well as a beauty salon, barber shop and small flower shop. The facility is for senior citizens who are active and in good health. It is not a convalescent hospital. A swimming pool will also be offered to the tenants, along with other numerous exercise programs.

With regard to parking, Mr. Neish stated that they will be providing 77 parking spaces underground with access onto Pacific Coast Highway, and that their proposed use at 100% occupancy will generate 50% less traffic than the use which exists on the site today. They expect to employ 15 staff people during daytime hours who will be required to park in the underground garage.

In conclusion, Mr. Neish stated that the City staff is in agreement with the proposed use as being a compatible use for the area, as well as the community surrounding the site. He submitted two additional letters in favor of the project from Mr. & Mrs. C. Merton

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J.
Johnson, 316 Hazel Drive, and Mr. A. M. McDougal, Trust Officer for property at 344-356 Hazel Drive. He stated that the City has a "definite need" for this type of project, and urged the Council to approve it.

Carl Irwin, Architect, 16400 Pacific Coast Highway, Huntington Beach, addressed the Council and stated that he has been involved in senior citizen housing projects for over 20 years, and is a member of the California Association of Homes for the Aging, as well as a member of several other similar organizations. He stated that there is a shortage in the United States of between 12 and 17 million units for senior housing, and cited statistics justifying his statements. With regard to parking, he felt that approximately two-thirds of the tenants will bring their own cars to the facility even though they may not drive them. He felt the residents would generate one-half trip per day. He also felt the 77-unit size for this type of facility was smaller than average.

The following persons addressed the Council in favor of the project:

- Pat Shapiro, 287 Evening Canyon Road
- Ed Williams, President, Friends of Oasis
- Luvens Hayton, 235 Poppy Avenue
- Sherry Loofbourrow, 4606 Roxbury Hunter Cook, Vice President, Shorecliffs Homeowners Assoc.
- Dee Dee Masters, 140 Fernleaf Avenue (submitted two letters in favor)
- Heleen McLaughlin, 544 Seaward Rd.
- Robert Shelton, 470 Surrey Dr.

The following persons addressed the Council in opposition to the project:

- Wally Ziglar, 327 Poppy Avenue
- Melinda Chandler, 318 Poppy Avenue (read letter in opposition from Jim and Patty McDonald, residents on Hazel Dr.)

Dan R. Wiseman, 336 Hazel Drive, addressed the Council and stated he had no objection to the proposal; however, he did feel the parking was very inadequate and should be looked at further.

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MINUTES

COUNCIL MEMBERS						ROLL CALL	December 9, 1985	INDEX
COX	STRAUSS	PLUMMER	MAURER	HART	HEATHER			

Dick Nichols, 519 Iris Avenue, representing Corona del Mar Homeowners Association, addressed the Council and stated that their association was "fairly" split in their vote for this project. Their basic concern is that the two-bedroom units should be designed as single-family units, and not as separate living units, which could double the usage. He also stated "there is no traffic circulation in the area."

GPA 85-1(C)
PCA 620/
U/P 3155

In response to Council inquiry, the staff noted that the building would be set back a minimum of ten feet from Pacific Coast Highway.

Hearing no others wishing to address the Council, the public hearing was closed.

In response to Council Member Hart (regarding the letter in opposition from Western Center on Law and Poverty, Inc.), the City Attorney advised that there are provisions in State Law which place restrictions on the number of times certain cities can amend the various elements of the General Plan. Those restrictions, we have determined, are not applicable to Charter Cities, and we have reviewed the authority for that as well as OPR guidelines. Therefore, the City Council is free to take action on the proposal under consideration.

Council Member Strauss commented that senior citizen housing was a definite need in the City; however, he did feel this project was "too" dense and would like to see it reduced to approximately a 55-unit size.

In response to question raised by Council Member Heather, the Planning Director stated that if this project is approved, there will be a PC Zoning on the property, and pursuant to the provisions of the Use Permit, if the development is sold and a change of use is desired, the project would be required to come back to the Planning Commission and City Council for an amendment to the Planned-Community District map.

Council Member Hart stated that she felt this proposal was a very beautiful and fine project; however, she could not support it because of the traffic

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	COUNCIL MEMBERS								
ROLL CALL	COX	STRAUSS	PLUMMER	MAURER	HART	HEATHER	AGEE	December 9, 1985	INDEX
<p>Motion</p> <p>Ayes</p> <p>Noes</p>	x	x	x	x	x	x	x	<p>circulation. She commented she did not feel the tenants of the facility would be giving up their cars and that there would be a number of visitors to the site.</p> <p>Motion was made to redirect the action of the Planning Commission and adopt Resolution No. 85-96, adopting an amendment to the Land Use Element of the Newport Beach General Plan for 3901 East Coast Highway in Corona del Mar (GPA 85-1(C)), and accepting an Environmental Document; and adopt Resolution No. 85-97, adopting Amendment No. 7 to the Newport Beach Local Coastal Program Land Use Plan for 3901 East Coast Highway in Corona del Mar; and adopt proposed ORDINANCE NO. 85-31, being,</p> <p>AN ORDINANCE OF THE CITY OF NEWPORT BEACH AMENDING A PORTION OF DISTRICTING MAP NO. 18 SO AS TO RECLASSIFY CERTAIN PROPERTY FROM THE R-1 AND C-1 DISTRICTS TO THE P-C DISTRICT (<u>PLANNING COMMISSION AMENDMENT NO. 620</u>); and approve a Traffic Study permitting the construction of a 77-unit senior congregate living facility with the Findings contained in Exhibit "A;" and approve Use Permit No. 3155, allowing construction of a 77 unit senior congregate living facility, with the Findings and subject to the Conditions contained in Exhibit "A."</p>	<p>Res 85-96</p> <p>Res 85-97</p>
<p>2.</p>								<p>Mayor Maurer opened the public hearing regarding <u>PLANNING COMMISSION AMENDMENT NO. 626</u>, a request of THE IRVINE COMPANY, Newport Beach, to amend the KOLL CENTER NEWPORT PLANNED COMMUNITY DEVELOPMENT STANDARDS so as to allow up to two restaurants with a total floor area not to exceed 3,250 sq. ft. within "Office Site C" of the Planned Community. Project located on the easterly side of MacArthur Boulevard, between Campus Drive and Birch Street, in "Office Site C" of Koll Center Newport Planned Community.</p> <p>Report from the Planning Department, was presented.</p>	<p>PCA 626 (94)</p>

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FILED

FEB - 8 1989

CITY OF NEWPORT BEACH

P.O. BOX 1768, NEWPORT BEACH, CA 92658-8915

GARY L. GRANVILLE, County Clerk

By JW DEPUTY

NEGATIVE DECLARATION

TO: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

County Clerk of the County
of Orange
P.O. Box 838
Santa Ana, CA 92702

FROM: Planning Department
City of Newport Beach
P.O. Box 1768
Newport Beach, CA 92658-8915

NAME OF PROJECT: Emerald Village Use Permit No. 3342

PROJECT LOCATION: 3901 East Coast Highway, Corona del Mar, CA 92625

PROJECT DESCRIPTION: Construction of an 85 unit senior citizen personal care residence and related off street parking.

FINDING: Pursuant to the provisions of City Council Policy K-3 pertaining to procedures and guidelines to implement the California Environmental Quality Act, the Environmental Affairs Committee has evaluated the proposed project and determined that the proposed project will not have a significant effect on the environment.

MITIGATION MEASURES: See attached Initial Study.

INITIAL STUDY PREPARED BY: City of Newport Beach

INITIAL STUDY AVAILABLE FOR REVIEW AT: 3300 Newport Boulevard, Newport Beach, CA

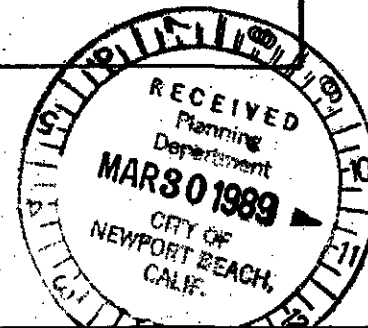
DATE RECEIVED FOR FILING: **FILED** **POSTED** Patricia L. Temple
Patricia L. Temple
Environmental Coordinator
DATE: February 8, 1989

FEB - 8 1989

GARY L. GRANVILLE, County Clerk
By _____ DEPUTY

GARY L. GRANVILLE, County Clerk
By JW DEPUTY

3300 Newport Boulevard, Newport Beach



ENVIRONMENTAL CHECKLIST FORM

I. Background

- 1. Name of Proponent EMERALD ASSOCIATES
- 2. Address and Phone Number of Proponent 1601 DOVE ST., SUITE 200
NEWPORT BEACH, CA 92660 (714) 476-0880
- 3. Date Checklist Submitted _____
- 4. Agency Requiring Checklist CITY OF NEWPORT BEACH
- 5. Name of Proposal, if applicable EMERALD VILLAGE, UP #

II. Environmental Impacts

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	___	<input checked="" type="checkbox"/>	___
b. Disruptions, displacements, compaction or overcovering of the soil?	<input checked="" type="checkbox"/>	___	___
c. Change in topography or ground surface relief features?	<input checked="" type="checkbox"/>	___	___
d. The destruction, covering or modification of any unique geologic or physical features?	___	___	<input checked="" type="checkbox"/>
e. Any increase in wind or water erosion of Soils, either on or off the site?	___	<input checked="" type="checkbox"/>	___
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	___	<input checked="" type="checkbox"/>	___
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	___	<input checked="" type="checkbox"/>	___

Yes Maybe No

2. Air. Will the proposal result in:

- | | | | |
|--|-----|-----|-----|
| a. Substantial air emissions or deterioration of ambient air quality? | ___ | ✓ | ___ |
| b. The creation of objectionable odors? | ___ | ✓ | ___ |
| c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally? | ___ | ___ | ✓ |

3. Water. Will the proposal result in:

- | | | | |
|---|-----|-----|-----|
| a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters? | ___ | ___ | ✓ |
| b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? | ✓ | ___ | ___ |
| c. Alterations to the course or flow of flood waters? | ___ | ___ | ✓ |
| d. Change in the amount of surface water in any water body? | ___ | ___ | ✓ |
| e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? | ___ | ___ | ✓ |
| f. Alteration of the direction or rate of flow of ground water? | ___ | ___ | ✓ |
| g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? | ___ | ___ | ✓ |
| h. Substantial reduction in the amount of water otherwise available for public water supplies? | ___ | ___ | ✓ |
| i. Exposure of people or property to water related hazards such as flooding or tidal waves? | ___ | ___ | ✓ |

Yes Maybe No

4. **Plant Life.** Will the proposal result in:
- a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)? ✓
 - b. Reduction of the numbers of any unique, rare or endangered species of plants? ✓
 - c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species? ✓
 - d. Reduction in acreage of any agricultural crop? ✓
5. **Animal Life.** Will the proposal result in:
- a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)? ✓
 - b. Reduction of the numbers of any unique, rare or endangered species of animals? ✓
 - c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? ✓
 - d. Deterioration to existing fish or wildlife habitat? ✓
6. **Noise.** Will the proposal result in:
- a. Increases in existing noise levels? ✓
 - b. Exposure of people to severe noise levels? ✓
7. **Light and Glare.** Will the proposal produce new light or glare? ✓
8. **Land Use.** Will the proposal result in a substantial alteration of the present or planned land use of an area? ✓

		<u>Yes</u>	<u>Maybe</u>	<u>No</u>
9.	Natural Resources. Will the proposal result in:			
	a. Increase in the rate of use of any natural resources?	—	—	✓
10.	Risk of Upset. Will the proposal involve:			
	a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	—	—	✓
	b. Possible interference with an emergency response plan or an emergency evacuation plan?	—	—	✓
11.	Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	—	—	✓
12.	Housing. Will the proposal affect existing housing or create a demand for additional housing?	—	—	✓
13.	Transportation/Circulation. Will the proposal result in:			
	a. Generation of substantial additional vehicular movement?	—	—	✓
	b. Effects on existing parking facilities, or demand for new parking?	✓	—	—
	c. Substantial impact upon existing transportation systems?	—	—	✓
	d. Alterations to present patterns of circulation or movement of people and/or goods?	—	—	✓
	e. Alterations to waterborne, rail or air traffic?	—	—	✓
	f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	—	—	✓
14.	Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
a. Fire protection?	—	✓	—
b. Police protection?	—	✓	—
c. Schools?	—	—	✓
d. Parks or other recreational facilities?	—	—	✓
e. Maintenance of public facilities, including roads?	—	—	✓
f. Other governmental services?	—	—	✓
15. Energy. Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	—	—	✓
b. Substantial increase in demand upon existing sources or energy, or require the development of new sources of energy?	—	—	✓
16. Utilites. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Power or natural gas?	—	—	✓
b. Communications systems?	—	—	✓
c. Water?	—	—	✓
d. Sewer or septic tanks?	—	—	✓
e. Storm water drainage?	—	—	✓
f. Solid waste and disposal?	—	—	✓
17. Human Health. Will the proposal result in?			
a. Creation of any health hazard or potential health heazard (excluding mental health)?	—	—	✓
b. Exposure of people to potential health hazards?	—	—	✓

Yes Maybe No

18. **Aesthetics.** Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view? ✓
19. **Recreation.** Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities? ✓
20. **Cultural Resources.**
- a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site? ✓
- b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object? ✓
- c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? ✓
- d. Will the proposal restrict existing religious or sacred uses with the potential impact area? ✓
21. **Mandatory Findings of Significance.**
- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? ✓

Yes Maybe No

- b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.) ✓
- c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.) ✓
- d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ✓

III. Discussion of Environmental Evaluation
(Narrative description of environmental impacts.)

IV. Determination

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION WILL BE PREPARED.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

January 27, 1989
Date

Patricia Tompke
Signature

C\PLT\EIRLIST.FRM

For City of Newport Beach

PROJECT DESCRIPTION

The subject site is located at 3901 E. Coast Highway. The site is 1.54 acres in size, and is between Hazel Drive and Buck Gully on the southerly side of East Coast Highway. A portion of the site consists of engineered and natural slopes leading down to the gully.

The proposed project would eliminate the existing on-site land uses (restaurant and retail stores) and allow construction of a new 85 room elderly personal care facility. The building would be constructed on five levels and would include 42 parking spaces in a subterranean parking structure. The applications necessary include the approval of a Use Permit to allow the elderly personal care facility, to establish the Planned Community development Standards for the property and to allow the building to exceed the basic height limit in the 32/50 Height Limitation District. Also required is the approval of a Traffic Study and the acceptance and certification of this environmental document.

INCORPORATION BY REFERENCE

This site has been the subject of prior environmental analysis for a project of a similar but more intense nature. A Negative Declaration with supporting Initial Study was previously certified on three occasions. The technical information prepared previously forms the basis of this initial study, and the previous initial study is hereby incorporated by reference into this document as if fully set forth.

DISCUSSION OF ENVIRONMENTAL EVALUATION

- 1a. The proposed project will require the excavation of the project site for construction of the elderly personal facility and related subterranean parking structure. In association with this grading, the City of Newport Beach will review and approve a detailed soils report. Based on previous studies conducted on the site, the bedrock underlying fill areas of the site is stable and suitable for support of multi-story structures. However, should any fill remain on the site after excavation, it should be recompacted, or replaced with compacted engineered fill. No impacts to the environment are expected since the City of Newport Beach will require a detailed soils report and the issuance of a grading permit prior to commencement of construction of the project, which will assure that the project meets the standards of current building codes.
- 1b. The construction of the proposed project will result in the disruption, displacement, compaction and overcovering of the soil, due to grading and the construction of the proposed building. The project area is, however, in a developed urban environment and no adverse impacts are anticipated (See discussion 1a above).
- 1c. The project site is currently covered with a retail building and surface parking lot. There will be a change in topography due to the excavation for the new building and parking structure. This effect is considered insignificant due to the fact that topographic changes will be noticeable only during early construction phases, and will be

eventually hidden by the new structure. The project site is in an urbanized area, and the surrounding development has similarly altered the topography.

- 1e. The project has the potential to increase wind and water erosion, both on and off site. Wind erosion may occur on site during construction. Site watering during excavation will reduce the adverse effect to a level of insignificance. Water erosion could occur as the result of the new construction by possible changes in the drainage patterns of the site, and may also occur during grading. This effect will be reduced to a level of insignificance by specific provisions of an erosion and siltation control plan which will be required as part of the grading permit.
 - 1f. If soils erosion occurs, the resultant siltation could affect the stream course of Buck Gully. This effect will be reduced to a level of insignificance by specific provisions of an erosion and siltation control plan which will be required as part of the grading permit.
 - 1g. In the past, the portion of the property leading down to Buck Gully has experienced slope instability and failure. In the late 1970's, the slope was completely re-engineered. Since that time the slope has been stable. No impacts to the environment are expected since the City of Newport Beach will require a detailed soils report and the issuance of a grading permit prior to commencement of construction of the project, which will assure that the project meets the standards of current building codes.
- 2a,b. The preparation of the site for building construction will produce two types of air contaminants: exhaust emissions from construction equipment and fugitive dust generated as a result of soil movement.

Exhaust Emissions From Construction Equipment - Exhaust emissions from construction activities include those associated with the transport of workers and machinery to the site as well as those produced on site as the equipment is used.

Fugitive Dust Emissions - Construction activities are a source of fugitive dust emissions that may have a substantial temporary impact on local air quality. Emissions are associated with land clearing, ground excavation, grading operations and construction of structures. Dust emissions vary substantially from day to day, depending on the level of activity, the specific operations and the prevailing weather. Based upon field measurements of suspended dust emissions from apartment and shopping center construction projects, an approximate emission factor for construction operations is 1.2 tons of fugitive dust per acre of construction per month of activity (U.S. EPA, AP-42, 1977).

The emissions produced during grading and construction activities, although of short-term duration, could be troublesome to workers and adjacent developments, even though prescribed wetting procedures are followed. These emissions are not, however, expected to cause ambient air quality standards to be exceeded on site.

- 3b. Development of the proposed project will have an impact on drainage and water quality conditions both during the construction period and on a long-term basis. An increase in the volume of runoff generated on site will be expected due to an increase in impermeable surfaces. The on site drainage pattern for the site is expected to be altered by the proposed new building and parking facility. On site drainage improvements will be required to drain the subterranean parking facility and divert storm flows to the appropriate facilities.

As discussed previously, the potential for slope failure exists along the Buck Gully portion of the property if not mitigated properly. Therefore, it will be required that runoff from the site be diverted to Coast Highway or to the bottom of Buck Gully through a system of catch basins and pipelines to reduce the amount of water seepage or erosion affecting the slope.

The quality of the surface runoff water from the site is expected to improve since less traffic will be generated by the proposed use than the existing, and no surface parking lots are included in the site plan.

- 6b. The construction and operation of the proposed project will result in short-term construction noise impacts. Additionally, traffic noise from Coast Highway will expose some of the Emerald Village units to adverse noise impacts, even though the project will not contribute to long term increases in the noise environment. The traffic projections for the area indicate that virtually all of the site will experience noise levels in excess of 65 dB CNEL (unmitigated). As a result, all units which are exposed to Coast Highway will require sound attenuation. Interior units will receive mitigation by the shielding of exterior units. No adverse effects are expected from the project since all units will be sound attenuated to acceptable noise level standards.
7. Construction of the project will change the light and glare currently produced by the site from that of a commercial land use with surface parking to a residential-style use with subterranean parking. This change is not considered significant. In order to assure that no adverse effect is engendered by the project, external lighting will be required to be designed to prevent light spillage on adjacent properties.
8. Construction of the proposed project will result in a substantial change from the existing land use. The project is, however, consistent with the Newport Beach General Plan and the use is compatible with the surrounding properties. No adverse effects on the land use of the surrounding area are anticipated.
- 13a. The project involves the demolition of an existing commercial building and the construction of a senior personal care facility. Two traffic studies have been completed on similar projects in the past. In each case the study showed that the change in land use would result in a reduction in the potential number of traffic trips from that which would be expected from the existing land uses. No impact is, therefore expected from the proposed project.

- 13b. The proposed use will generate the demand for parking to serve the residents, visitors and employees of the project. During the course of previous environmental review for similar projects, detailed analyses of the parking for specialized senior citizen housing were conducted. These studies document a parking demand substantially lower than required by regular residential or hotel type uses. This is due primarily to the fact that the market for senior citizen housing with enhanced care is among older and more frail persons who are unlikely to drive. The range of required parking projected for this type of land use ranges from .2 to .4 parking space per room. The proposed parking provision of .5 parking space per unit is considered adequate and no adverse effects on the environment due to parking are anticipated.
14. Conversion of the existing land use to senior citizen housing may change the characteristics of police and fire service provision to the site. There is, however, adequate ability of the City to serve this project and no adverse effects are anticipated.
18. The project involves the replacement of the existing structure on site. The existing structure is a single level and is approximately 26'6" in height. The new structure will be five levels and is approximately 40 feet high at the highest point of the roof. The building presents a two to three story elevation from East Coast Highway and a four story, split level elevation from Buck Gully. The project represents a significant intensification from the existing land use in terms of building mass and bulk.

The assessment of the aesthetic impacts of the project flow from the setting of the building in relation to adjoining structures and uses. The site is at the easterly end of the Corona del Mar commercial strip, an area with an allowed floor area ratio of .5/.75. The project meets the floor area standard of .75 allowed for uses with particularly low traffic generating characteristics. The adjacent residential uses in the Corona del Mar area have an allowed floor area intensity of 1.5, which is substantially higher than the proposed project. The Shorecliffs area across Buck Gully allows approximately 1.2 FAR. Many of the existing developments in the Corona del Mar commercial and residential areas are developed at or above the currently allowed floor area ratios.

The proposed building incorporates the use of wood and sloping roof angles, which is compatible with the nearby commercial and residential highway, since a "window" towards the ocean is being maintained along the Coast Highway elevation. The most significant change in the visual environment due to the proposed project is the view of the project from residential properties along Buck Gully. These residences will have a single story elevation replaced with a four story, split level elevation, with the proximity of the building shifted closer to the edge of Buck Gully.

The aesthetic trade-offs between the existing and proposed project are between the physical bulk of the building which is more "residential" in its aesthetic character and the existing commercial land use with lighted commercial parking areas, signage and commercial operational

characteristics. The proposed project incorporates into the design several amenities which enhance the visual character of the structure. The most important of these are the garden at grade level which is over the subterranean parking lot and the view corridor from the public sidewalk on East Coast Highway to the ocean. It is important to note that there are no views from autos on the highway to the ocean in this area. The aesthetic impacts of the project are considered an insignificant adverse impact.

MITIGATION MEASURES

1. Development of the site shall be subject to a grading permit to be approved by the Building and Planning Departments.
2. The grading plan shall include a complete plan for temporary and permanent drainage facilities, to minimize impacts from silt, debris and other water pollutants.
3. The grading permit shall include a description of haul routes, access points to the site, watering and sweeping program designed to minimize the impact of haul operations.
4. An erosion, siltation and dust control plan shall be submitted and be subject to the approval of the Building Department and a copy forwarded to the California Regional Water Quality Control Board, Santa Ana Region.
5. The grading, excavation and recompaction of the site shall be conducted in accordance with plans prepared by a Civil Engineer and based on the recommendations of a soil engineer or an engineering geologist subsequent to the completion of a comprehensive soil and geologic investigation of the site. Permanent reproducible copies of the "Approved as Built" grading plans on standard size sheets shall be furnished to the Building Department.
6. A landscape and irrigation plan for the project shall be prepared by a licensed landscape architect. The landscape plan shall integrate and phase the installation of the landscaping with the proposed construction schedule. Prior to the occupancy of any structure, the licensed landscape architect shall certify to the Planning Department that the landscaping has been installed in accordance with the prepared plan.
7. The landscape plan shall be subject to the review of the Parks, Beaches, and Recreation Department and the approval of the Planning and Public Works Departments.
8. All rooftop and other mechanical equipment shall be sound attenuated in such a manner as to achieve a maximum sound level of 55 dBA at the property line, and that all mechanical equipment shall be screened from view.
9. All units shall be sound attenuated to a maximum of 45 dBA CNEL for interior living areas and 65 dBA CNEL for exterior living areas associated with individual units, as measured from the area expected to experience the highest sound levels. Measurement and certification of compliance with this condition shall be completed prior to the issuance of the Certificate of Occupancy by a registered engineer practicing in acoustics.
10. The lighting system shall be designed, directed, and maintained in such a manner as to conceal light sources and to minimize light spillage and glare to the adjacent residential areas. The plans shall be prepared and signed by a licensed Electrical Engineer; with a letter stating that, in his opinion, this requirement has been met.

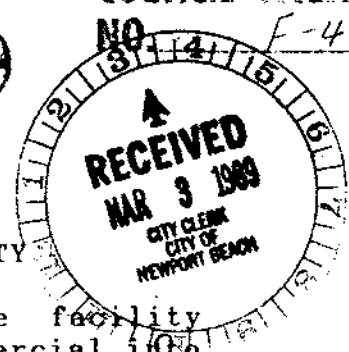
MITIGATION MONITORING

Mitigation measures 1-5 shall be verified for compliance prior to the issuance of the grading permit by the City of Newport Beach. Measures 6 and 7 shall be verified for compliance prior to the issuance of the building permit by the City of Newport Beach. Measures 8-10 shall be verified for compliance prior to the issuance of the Certificate of Occupancy by the City of Newport Beach.

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CORONA DEL MAR
COMMUNITY ASSOCIATION



Newport Beach City Council

Re: APPROPRIATE USAGE FOR EMERALD ASSOCIATES PROPERTY

Emerald Associates proposed elderly care facility represents a rather substantial extension of commercial into residential.

HISTORY

This project has been encouraged by excesses the City has allowed over the years and not by any will of the community. In fact the community has continuously fought the problems caused by Newport Beach's lack of enforcement of zoning conditions with respect to the subject property.

The underlying property consisted of a number of frontage commercial lots, a 20' wide U-shaped alley to serve the commercial and residential, and 3 large residential lots.

The present commercial building was built without setback from the 20' wide alley, and we understand the building even encroached on the alley at one point. Whether the building was built before zoning, we have not ascertained, it nevertheless violated current zoning rules requiring, we believe, a 10 ft setback.

The builder filled the gully in leveling the lot and for most of the property's history as restaurant usage used the residential lots as parking lots. Our understanding is such alternate usage is only supposed to be done by variance and the alternate usage should not impose a greater hardship on neighbors than the underlying zoning.

The Beachcomber, Sam's Seafood, and especially A.T. Leo's, imposed by their overuse of the property, only allowed by their use of the residential for parking, considerable problems on the neighborhood. The fact that there was no setback between parking and Mrs. Finch's residence must have presented considerable burden to her. This never should have been allowed even though she owned all the property.

Using this commercial precedent, the Council approved a massive Congregate Care facility, Crown House, for the property. The City allowed the property to be zoned P-C for elderly housing without requiring any alley for service vehicles and/or even a buffer strip for residential. This was terrible planning. There is no reasonable circulation pattern for the property and there is no acceptable service entrance. The commercial lots were never successful because of their low usability. To turn the whole property commercial without service access, setbacks, etc. will only compound previous problems.



CORONA DEL MAR
COMMUNITY ASSOCIATION



-2-

The new General Plan, without benefit of full public hearings or public vote on the project, designated the property "Commercial". The property is not talked about to our knowledge anywhere in the proposed General Plan with the exception of the EIR and that document said it was Staff's intent to show the property on the General Plan as Commercial. When the specific property came up at the General Plan hearings the Council was rushing to a vote. The people were assured that no final decision on the property was being made and similar to Balboa Peninsula and other controversial areas it would be considered later. It now appears on the General Plan as Commercial P-C. The P-C zoning details are to be ironed out with the slightly downsized Emerald Associates project as a basis.

THE PROPOSED ELDERLY CARE FACILITY

The proposed elderly care facility is built like a huge fence along the residential property boundary (excuse me approximately 10 ft. back). The average roof highth we understand is 32 ft. With the Parapet roof this means the ridge line is closer to 35 ft. The residential highth limits shown on city maps for this portion of the property allows a 24 ft average, 28 ft maximum, fully 7 ft lower. Further, residential development almost universally has back yard set backs and so the houses would be no closer to current residential than proposed commercial. Residential units also would not be continuous and therefore would not present the hugh bulk and mass of this building, which we understand is nearly a block long. One of the General Plan criteria the project must pass to be allowed the 50% floor area nus the project assumes is that the development is not out of scale with surrounding community. The facts are, nowhere in Corona del mar is there a building of this highth, breadth and mass, much less at the extreme end of the commercial district bounded on nearly three sides by single family residential.

We believe the proposed resident care or more appropriate congregate care facility will generate approximately 5-6 trips/day per unit. 85 units will generate between 425 - 510 trips/day. Residential even at 20 units, (10/acre) would generate at most 260 trips / day. At 6/acre, the average of surrounding R-1, 10-12 units would generate between 130-150 trips/day. Further, residential would most probably have an access road and therefore present minimal Pacific Coast Highway traffic problems. Additionally commercial truck traffic would be minimized. Note: The 5-6 trip/day elderly care estimate is based on regular hotel rooms having 10 trips/day, and destination resort 6.5 trips/day. Of the latter most must be employee trips, with elderly care the number of employee trips/unit should be comparable.



CORONA DEL MAR
COMMUNITY ASSOCIATION



The proposed elderly care facility will be visited by people and commercial vehicles catering to the elderly needs. If any facility needs multiple handicapped parking this is it. The facility shows only one possibly tandem space. The remainder tandem parking is ill suited for either resident or employee use.

The proposed facility has a large restaurant serving both residents and guests. There is a loading dock shown maybe 5ft x 10 ft, which is not contiguous with either restaurant or storage. All food and goods must be unloaded to this cramped area and then again moved across the parking area to the front door or across the underground lot to the parking entrance. Restaurants generate garbage, raw food, bottles, etc. We see no provisions for Dewey dumpsters, wash out facilities etc. This has been a major problem in Corona del Mar where restaurants and delicatessens have been allowed in previous retail hard goods stores. We believe restaurants need rear service entrances for trash and delivery trucks.

The proposed building has considerable stairs and is located near high traffic dangerous pedestrian areas. The building does not appear suitable for a "resident assist". According to developers "resident assist" means ambulatory residents, those mobile enough to exit the facility in case of fire, but who are not capable of fully caring for themselves (cook, dress, remember to take medicine, etc.) Our understanding is that the state has no such definition and conditions previously proposed by staff do not limit the facility to those fitting this definition. We believe the the proposed restrictions were that at least one resident/room be over 62. For more active congregate care, parking and recreational facilities are deficient. Poor driving access and too much high speed traffic for walking remain problems. Since these facilities experience a high rate of failure, nothing prevents an initial "resident care" facility from changing to congregate care.

SUMMARY

There is no precedent for this extension of commercial use into the residential area of Corona Del Mar. The lack of appropriate facilities and access, as well as the major up-zoning violates all of the principles the new General Plan is supposed to support. We urge you to redesignate the property Residential P-C at 6 units/buildable acre and resolve the problem. We suggest if a General Plan Ammdment is necessary for this, the EIR and documentation used to support the present designation equally well supports this designation.

Richard A. Nichols
Richard A. Nichols (644-7735)
CDMCA Board of Directors

3-8-87

ATTENTION:

- Mayor
- Boardman
- Manager
- Attorney
- Dir.
- Consrv Dir.
- P. & R. Dir.
- Planning Dir.
- Police Chief
- P.W. Dir
- Other

JOHN B. HEFFERNAN
610 NEWPORT CENTER DRIVE, SUITE 700
NEWPORT BEACH, CALIFORNIA 92660
TELEPHONE (714) 640-4300
TELECOPIER (714) 731-1140



March 7, 1989

DELIVERED TO:

City Clerk, City of Newport Beach
3300 Newport Blvd.
Newport Beach, CA 92663

RE: Emerald Village Associates - 3901 East Coast Hwy, Corona del
Mar - Application for Personal Care Elderly Personal Care Facility

City Clerk:

The purpose of this letter is to convey my personal support for this proposed senior care facility which is before the Planning Commission for consent and subsequent submission to the City Council for final approval.

Having been a past president of the Newport Hills Community Association and being the current president of the 552 Club at Hoag Hospital, I have taken an active interest in the affairs of our community. I have lived for the past 10 years at 1937 Port Claridge in Newport Beach.

It is my personal opinion that our City needs a personal care senior care facility within the boundaries of our City to service our own elderly citizens and to serve the relatives of our other citizens. The need for a senior care facility within Newport Beach is great and that need grows each year. The other apparent use of this Site is for Retail improvements which will not address the current and future personal care needs of the senior community. Hoag Hospital also does not address this need.

I have discussed the project proposed by Emerald Village Associates with the principals and studied the renderings. I thoroughly support approval of this project. I believe that the Applicant has expended great effort to address the concerns of the City and those of the neighbors surrounding this Site. Once built, this facility will help serve the existing and future needs for senior care in the City of Newport Beach and also improve the quality of that portion of the Coast Highway, while having a minimal impact on the surrounding neighborhood.

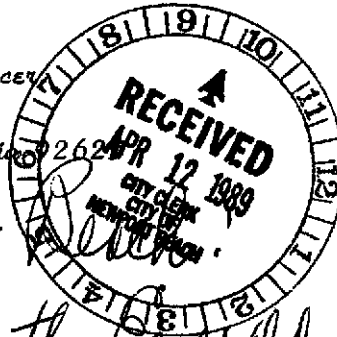
Thank you.

Very Truly Yours,

John Heffernan
John Heffernan

FAVOR

April 8, 1984 Mrs. W. Lee Spencer
Box 176
Corona del Mar, California 92624



City Council of Newport

I do not oppose the Emerald Associates plans for a senior facility on Coast Hwy. at Hazel Drive - and I think it is appropriate, sensible, and would enhance the area.

Sincerely - Ann R. Spencer
(Mrs. W. Lee)

Thank you for the splendid
→



CORONA DEL MAR REALTY CO.

P.O. BOX 116, CORONA DEL MAR, CA 92625 TELEPHONE 714 673-4120



March 24, 1989

Honorable Mayor and Council Members
City of Newport Beach
3300 Newport Blvd.
Newport Beach, CA 92663

Honorable Mayor and Council Members:

We are owners of commercial property directly across the street from the project.

We have looked at the elevations and renderings of the Emerald Village Project. In our opinion, it is a definite asset to Corona del Mar (Newport Beach). It will replace an obsolescent building with an attractive, well lighted and landscaped building at the very beginning of the commercial strip.

It will provide a much needed facility for seniors.

We support the project and urge approval by the City Council.

Very truly yours,

Mr & Mrs Charles W. Masters
Mr. and Mrs. Charles W. Masters

DM/js

Copy to: Jon Christeson
Emerald Village

235 Poppy Avenue
Corona del Mar, CA 92625
March 31, 1989



Newport Beach City Council
3300 Newport Boulevard
Newport Beach, CA 92663

SUBJECT: Emerald Village

In view of the down-scaling of the above project in accordance with the newly-adopted city general plan, and with all restrictions met by the developer, I feel this project should be approved.

It is felt that this type of project is the best possible solution to the land use available and being greatly needed in this city of aging residents who want to continue living here but who may eventually need assisted care.

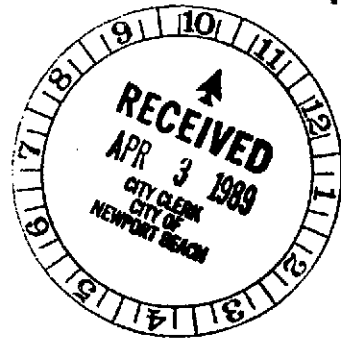
I also believe that the traffic involved will be considerably less than commercial retail use. It is very disheartening to see businesses come and go in that location as failures. I have personally observed these failures for the past 30 years.

My mother is in a similar retirement facility in Tennessee, and I am grateful that such a lovely home for her was available there. We need such a facility in Corona del Mar.

Most sincerely,

Luvana Hayton

Luvana Hayton



Mr. & Mrs. Donald Jacobs
309 Poppy Avenue
Corona del Mar, CA 92625

March 29, 1989

City of Newport Beach
3300 Newport Blvd.
Newport Beach, CA 92663

Re: Emerald Village

Honorable Mayor and Members of the City Council:

As residents of Corona del Mar, my wife and I live within a block of the proposed project. We have carefully studied the plans submitted by Emerald Associates and heartily recommend that you approve the project for construction.

The existing buildings are an eyesore and do not seem appropriate for such a beautiful and unique location. Any use other than the one proposed for the site would appear to generate additional and unnecessary amounts of traffic..

Sincerely,



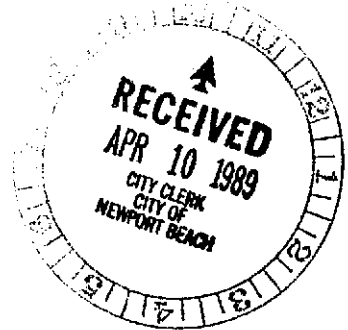
Donald Jacobs

DJ:pam

LARS de JOUNGE
208 MARIGOLD AVENUE CORONA DEL MAR, CA 92625 USA
(714) 673-8253

April 5, 1989

Mayor Don Strauss and
Members of the City Council
3300 Newport Avenue
Newport Beach, CA 92663



RE: Emerald Associates Use Permit #3342

Dear Mr. Mayor and Council Members:

It is with great regret we see some of our citizens try to agitate our Corona del Mar neighbors in opposition to a very needed project. As with most new construction there will be reduced views and changes. Surely we all are for parks, but it seems few are willing to pay for them. Residential use is not suitable right on P.D.H. and the zoning speaks for that. We feel the proposed site for an elderly care project is most proper and should be built to all of our benefit.

1. It blends in properly between the busy Coast Highway and the tranquil canyon below.
2. The two-story frontage is not higher than surrounding buildings and is well set back from the Coast Highway with nice looking garden frontage.
3. The slope of the canyon allows four-story construction with a nice view for our elderly without bothering anyone.
3. We believe the traffic will be less from this project than any other use that the zoning would allow like retail stores, restaurants, etc.
5. Last but probably most important, we owe it to our elderly to take better care of them here in our "village atmosphere." Right now we chase them out in the desert or to far-removed, overcrowded, non-desirable homes.

Please listen to reason and not to noise.

Sincerely,


Lars de Jounge

mls

April 6, 1989

Newport Beach City Council
3300 Newport Boulevard
Newport Beach, California 92663

Dear Council Members:

I have been a home owner and resident in Corona del Mar for sixteen years and I have been following the situation regarding a proposed senior-care facility at PCH and Hazel Drive.

Frankly, the currently serious traffic and parking situation in Corona del Mar led me to an investigation of the proposed facility in that my initial reaction was completely negative. I contacted Emerald Associates to request information and must advise you that my inquiry was handled very courteously and promptly. I was provided with completely detailed documentation, including a project summary, understanding senior housing options, facts about traffic, and questions and answers. The relatively few additional questions that I had were answered very efficiently via telephone.

The bottom-line is that I am completely satisfied with Emerald Associates' proposed senior care facility, and I endorse its approval unequivocally. It's my considered and professional opinion that this facility will be a notable asset to Corona del Mar, preferable to all other known alternatives.

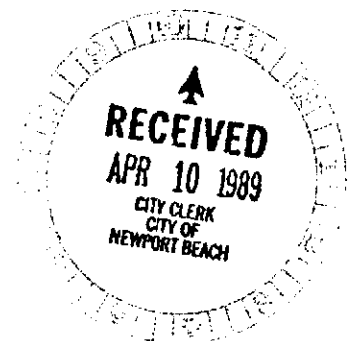
It's my understanding that this project will be reviewed at the April 10 City Council Meeting. I plan to attend this meeting.

Yours very truly,



R. J. Moore

1216 Sandpoint Way
Corona del Mar, CA 92625



520 de Anza Dr.
Corona del Mar, CA 92625
April 4, 1989

Mayor Don Strauss
3300 Newport Ave.
Newport Beach, CA 92663

Dear Mayor Strauss:

We are writing to you in favor of the retirement hotel that the Emerald Associates are proposing to build in Corona del Mar. We have been residents of Corona Highlands for twenty five years and have seen the property at the south east corner of PCH and Hazel Dr. go downhill until it is an eyesore and disgrace to the community at the present time.

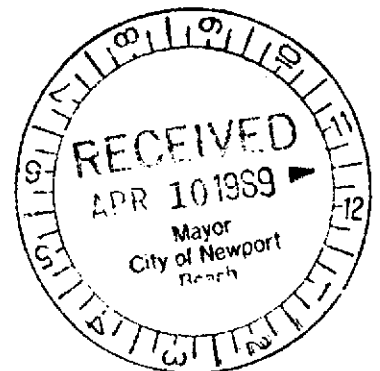
We have been to meetings where the developers have presented their plans and are satisfied that they have taken into account the traffic problems of our community and are addressing this problem. The design of the hotel is very pleasing and we feel will be a real asset to our neighborhood.

We feel that a retirement hotel will be an ideal use for this property.

Sincerely,


Claire Wesner


George M. Wesner



Corona del Mar, Ca.

April 3, 1989

Mayor Don Strauss
Members of the City Council
3300 Newport Avenue
Newport Beach, Ca. 92663



Gentlemen:

I am very much in favor of the Emerald Associates Use
Permit #3342.

Yours very truly,

A handwritten signature in cursive script that reads "Anna Theiner". The signature is written over a horizontal line.

Owner - Taxpayer

513 Poinsettia Av.
Corona del Mar, Ca. 92625

Corona del Mar, Ca.

April 3, 1989

Mayor Don Strauss
Members of the City Council
3300 Newport Avenue
Newport Beach, Ca. 92663

Gentlemen:

I am very much in favor of the Emerald Associates Use

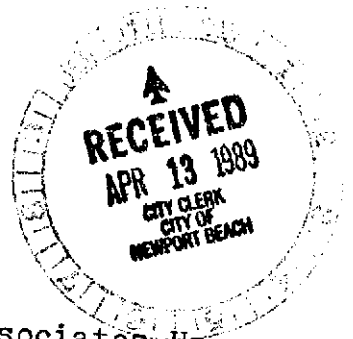
Permit #3342.

Yours very truly,

Walter A. Kinney

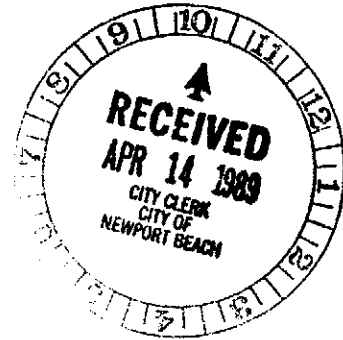
Owner - Taxpayer

513 Poinsettia Av.
Corona del Mar, Ca. 92625



E M E R A L D A S S O C I A T E S

April 13, 1989



Ms. Wanda Raggio
City Clerk
City of Newport Beach
3300 Newport Boulevard
Newport Beach, CA 92663

Dear Ms. Raggio:

Enclosed are letters of support from local residents for Emerald Village's senior assisted-care facility on the corner of Coast Highway and Hazel Avenue. Many of them emphasize the need for a facility like this, its appropriateness as a solution to this problem-plagued site, and the reduction in current traffic levels that this facility would provide.

We will forward additional letters as they come in. It would be appreciated if you would forward copies of these letters to the city councilmembers.

Sincerely,

Jon Christeson
Jon Christeson *JC*



EMERALD VILLAGE
ASSOCIATES, INC.
4770 CAMPUS DRIVE
100
NEWPORT BEACH
CA 92660
TEL: (714) 476-0880
FAX: (714) 476-0878

April 4, 1989

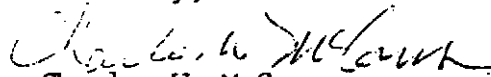
Dear Mayor Straus and Members of the City Council:

We are writing regarding the Emerald Village proposal now dealing with a senior residential facility at East Coast Highway and Hazel Drive in Corona del Mar.

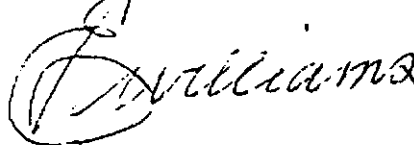
The plan meets an important community need and provides an appropriate utilization of this problem plagued property. As you know this proposal represents a sound and equitable solution for the broader community as well as for the private interests which are directly involved.

The objections raised to the project do not reflect a considered assessment of the scaled down nature of the plan and the positive benefits which may accrue from a quality facility of the kind outlined. Moreover some of the objections portray a negative stereotype of the elderly which we abhor.

Sincerely,


Charles W. McCann

Ed Williams



cc: Newport Beach City Council

April 6, 1989

Newport Beach City Council
3300 Newport Boulevard
Newport Beach, California 92663

Dear Council Members:

I have been a home owner and resident in Corona del Mar for sixteen years and I have been following the situation regarding a proposed senior-care facility at PCH and Hazel Drive.

Frankly, the currently serious traffic and parking situation in Corona del Mar led me to an investigation of the proposed facility in that my initial reaction was completely negative. I contacted Emerald Associates to request information and must advise you that my inquiry was handled very courteously and promptly. I was provided with completely detailed documentation, including a project summary, understanding senior housing options, facts about traffic, and questions and answers. The relatively few additional questions that I had were answered very efficiently via telephone.

The bottom-line is that I am completely satisfied with Emerald Associates' proposed senior care facility, and I endorse its approval unequivocally. It's my considered and professional opinion that this facility will be a notable asset to Corona del Mar, preferable to all other known alternatives.

It's my understanding that this project will be reviewed at the April 10 City Council Meeting. I plan to attend this meeting.

Yours very truly,



R. J. Moore

1216 Sandpoint Way
Corona del Mar, CA 92625

BC: Mr. Jon Christeson

41 Balboa Coves
Newport Beach, California 92663


April 7, 1989

The Honorable Donald A. Strauss
Mayor, City of Newport Beach
Post Office Box 1768
3300 Newport Boulevard
Newport Beach, California 92658-8915

Dear Mayor Strauss and Members of the City Council:

I am a resident of the City of Newport Beach and have been for nine years. I also have my office in the City of Newport Beach. I have reviewed the site plan and elevations for the proposed new senior assisted living facility on Pacific Coast Highway and I urge you to approve the project. The proposed use will help to meet a serious community need for senior housing. Further, I believe the structure will be an attractive addition to the Corona del Mar neighborhood.

Sincerely,


Stephen J. Schumacher

bcc: Jon E. Christeson ✓
William Todd

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Sherry Leafbourn (Sherry Leafbourn)
Address 4606 Redway
Cornia del Mar
CA 92625

PAUL FRANKLIN
633 Rockford Road
Corona deT Mar CA 92625
(714) 760-0220

March 27, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Suite 100
Newport Beach CA 92660

Dear Mr. Christeson:

I am familiar with the EMERALD VILLAGE project and I support it wholeheartedly. I urge the Newport Beach City Council to support it.

Sincerely,



Paul Franklin

April 10, 1989

E. V. Associates, Inc.

Karl and I want
whatever is best for
Corona del Mar and all
of us who have
worked hard to make
it what it now is,
a lovely place to live.

We have lived here
since 1947 - and we
really love it here.

Keep on trying to
help keep it "CDM" - Thank
you.

Clara E. Axtator,
611 Poppy Av,
Corona del Mar, Ca

PR,
640-7229

92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Chris Hopper

Address

87 Ginnie Oaks Dr
Costa Mesa
92625

I look forward to this project as a
place for me - someday soon!
We need more of them.

C

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Mr. and Mrs. Bernice Brownsberger
Address 248 Hazel Dr.
Carona del Mar, Ca. 92625

We heartily agree with M/M Landsdale that your project would be good for our neighborhood. We have lived here for 25 yrs and have seen the problems that the present uses brought ^{to} our area. The proposed project that the opposition suggested would bring more problems especially with the canyon available to activities outside the law.

Elizabeth L. Brownsberger

eager to provide you with any pertinent information on the Emerald Village
ect. Please let us know how we can accommodate you by completing this
reply card.

- I am interested in having someone meet with me on an individual basis to answer my questions.
- I am interested in attending a community meeting to hear more about the project and have my questions answered.

I am specifically interested in additional information on:

- traffic impacts impact on my view
- parking the type of resident who would live at Emerald Village

Name Gene E. Mallock (4 Kids)

Address 3541 Meramec

City Quincy del Mar, Zip 92625

Telephone 72140 92

We now favor your project

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Pete Quica

Address

216 Poppy Ave
CDM

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name IRVING & ELEANOR BURG

Address 2301 BAYSIDE DR
CORONA DEL MAR 92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same. — *I also supported it before —*

Sincerely,

BARRY K. WILLIAMS & KATHERINE H. WILLIAMS
Name *[Signature]*
Address 149 SHORECLIFF RD *Katherine H. Williams*
EDM 92625

We are eager to provide you with any pertinent information on the Emerald Village project. Please let us know how we can accommodate you by completing this reply card. ✓

I am interested in having someone meet with me on an individual basis to answer my questions.

I am interested in attending a community meeting to hear more about the project and have my questions answered.

I am specifically interested in additional information on:

traffic impacts

impact on my view

parking

the type of resident who would live at Emerald Village

Name Mr & Mrs Jeffrey Joseph

Address 212 Evening Canyon Rd.

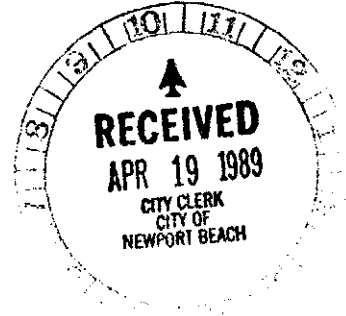
City CDM Zip 92625

Telephone 714/760-0271

You have our support for your project. Good Luck!

"RECEIVED AFTER AGENDA
PRINTED:" D-1

April 12, 1989



Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

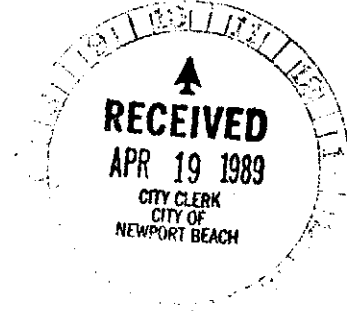
Sincerely,

Name

Address

D. Ewert
253 Morning Ave
Corona del Mar
Ca. 92625

April 12, 1989



Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Betty Beall Hughes (aka Betty Jordan)
Address 208 Evening Canyon Rd
Corona del Mar
CA 92625

April 12, 1989



Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name *Rottia Valentina*
Address *307 Driftwood Rd.*
Corona del Mar,
Ca 92625

April 12, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660



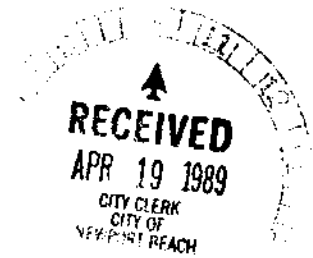
Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Mr & Mrs. R.W. Grogins
Address 248 Morning Cyn Rd.
Corona del Mar
CA 92625

April 12, 1989



Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

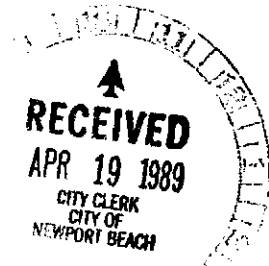
Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Paul M. Pritchett
Name *William S. Pritchett*
Address *270 Evening Glen Rd*
Corona del Mar Ca
92625

April 12, 1989



Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

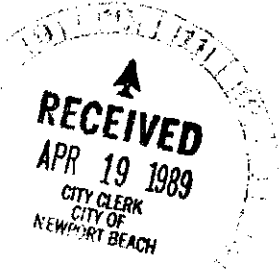
Sylvia D. Case

Name *Mrs. Sylvia Case*

Address *146 Shorecliff Road*
CA 92625

April 12, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660



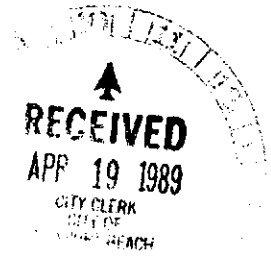
Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Dr. James B. Taylor
Address 239 Redwood Rd
Lanham Dr
CA

April 12, 1989



Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Fred LaSigne

Name Lolita LaSigne

Address 266 Evening Canyon Rd.
Corona del Mar, CA. 92625

April 12, 1989



Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Mr & Mrs. Robert Scholl

Address 215 Evencia Campbell Pl
Evencia Pl. Mal

April 12, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name David S. Goode
Address 231 DuSoy Rd
Corona del Mar
Cal. 92625

4/14/89



April 12, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

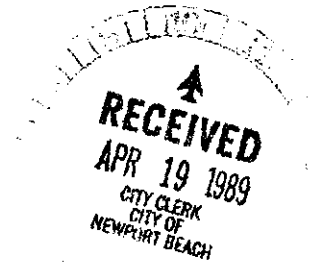
Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name J. P. (Jack) Gunn

Address 174 Shorecliff Rd.
Corona del Mar,
CA 92625



This project should not have been voted down in the first place. The corner has been a blight on the area for years & I can't think of a better project to replace what's there now.

Jack Gunn —

April 12, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Dickson Shafer *Fois M. Shafer*
Address Dickson Shafer
232 Evening Canyon Rd.
Corona del Mar
California 92625

RECEIVED
APR 19 1989
CITY CLERK
CITY OF
NEWPORT BEACH

Don: We would like to support you
April 24 but we will be out of the
country Dick

April 12, 1989

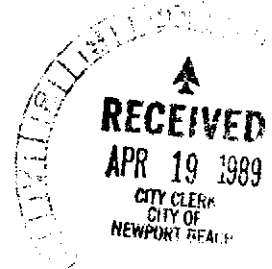
Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Mrs. James L. Ransom
Address 261 Evening Canyon Rd
Corona del Mar Ca
92625



April 12, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

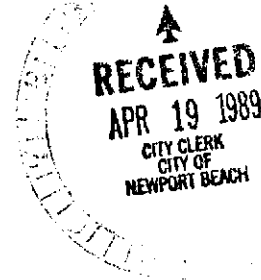
Sincerely,

Name

Onida Kaye

Address

371 W. 10th St
CA 92625



April 12, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Edward Jackson - 4 *Edward Jackson*

Address

280 Evening Canyon Rd.

Corona Del Mar Ca.

92625

RECEIVED
APR 19 1989
CITY CLERK
CITY OF
NEWPORT BEACH

DELMAR BUNN, M.D.
FAMILY PRACTICE

"RECEIVED AFTER AGENDA
PRINTED:" 7-1

April 19, 1989

Mayor Donald Strauss
City Hall
3300 Newport Blvd.
Newport Beach, CA 92658



Re: Emerald Village, a Corona del Mar Senior Housing Facility

Dear Mayor Strauss:

Having read a project summary on Emerald Village, proposed for Southern Corona del Mar, may I express my enthusiasm and that of, I'm sure, most Newport Beach primary physicians, for such a senior housing facility.

Until now, we have been greatly frustrated when asked to recommend a place for an older citizen to live. The senior must move out of the area, usually away from a longstanding physician relationship, so must not only change residential areas at a very unfavorable point in life, but must also change doctors. Many seniors feel that they have been pushed out of their homes and their communities.

Now there is the prospect that our older patients, relatives and friends can continue living in their area, being seen by their familiar doctor.

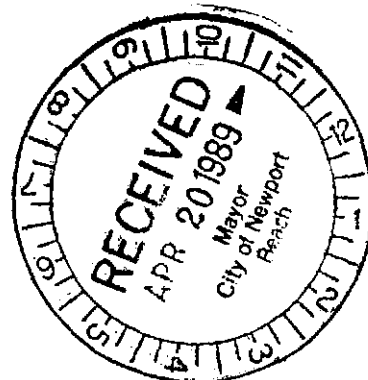
If we doctors can do anything to encourage the development of this project which appears to be of high quality commensurate with the community, please let us know.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Delmar Bunn".

Delmar Bunn, M.D.

DB:pps



2948 Cliff Drive
Newport Beach, CA 92663

April 21, 1989

Mayor Donald Strauss
and City Council
City of Newport Beach
3300 Newport Boulevard
P. O. Box 1768
Newport Beach, CA 92658-3200

RE: EMERALD VILLAGE

Dear Mayor Strauss and Members of the Council:

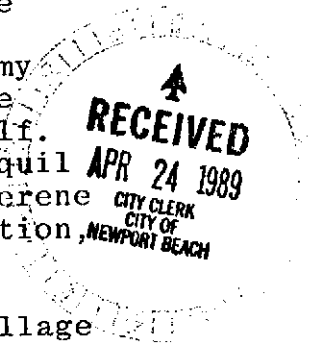
Recently I have had the opportunity to review the Emerald Village project plans and hear the facts regarding its potential impact on the city. In my opinion, the project would be an asset and welcome improvement to that area and Corona del Mar itself. It would replace the present eyesore with a tranquil setting of lovely buildings, housing adult and serene occupants -- less noise, less traffic and congestion, all things on the plus side.

In my later years I'd love to have an Emerald Village here to move into -- wouldn't you?

Please allow Newport Beach the advantage of a new and wonderful improvement, of which all its citizens can be justly proud.

Sincerely,

Georgiann Keller
Georgiann Keller



"RECEIVED AFTER AGENDA
PRINTED:" D-1



April 12, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

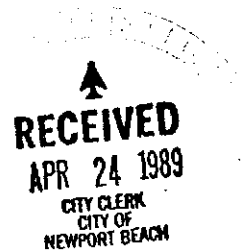
Sincerely,

Name Christopher Woodward
Address 120 Shorecliff Rd
Corona Del Mar, Ca
92625

April 18, 1989

Jon -
Jane & I have supported your plan even before the recent changes. When I was President of Shorecliff's Homeowners Asso. several years ago, a presentation for the earlier plan was given to the Board of Directors. The Board gave its approval of the plan. Obviously, since then, a vocal minority have sought to insure that no project be approved for the site. I guess they prefer having the current eyesore to deal with in the neighborhood.
good luck -
C.W.

March 30, 1989



Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Mr & Mrs. Bill Fusta

Address 427 Narcissus Ave.
Corona del Mar, Ca. 92625

March 30, 1989

↑
RECEIVED
APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Mrs. Rami A. DeLia

Address 3850 Ocean Blvd
CDN, Ca.

March 30, 1989

RECEIVED
APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Greg Moll
Address 4907 Topside
CDM

March 30, 1989

RECEIVED
APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name MRT & MRS DEAN WOLKSTRA
Address 209 1/2 Fernleaf
C.D.M. 92625

April 12, 1989

RECEIVED
APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name E. G. Wallerham Jr.
Address 157 Bessie St.
Coronado Mar.
Calif. 92625

April 12, 1989

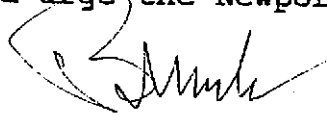
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APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,



Name

Barry K. Williams

Address

149 Shorecliff Rd
Eden

April 12, 1989

RECEIVED
APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

SAM LINDSAY

Address

211 EVENING CANYON RD.
CORONA DEL MAR,
CA. 92625

March 23, 1989

RECEIVED
APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Carol + Leo Fracalossi
Address 509 DE ANZA
Corona del Mar
CA 92625

RENFRO C. NEWCOMB
3 Sandbar Drive
Corona del Mar, California 92625
(714) 759-5577

RECEIVED
APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

April 14, 1989

Mayor Donald Strauss
City of Newport Beach
3300 Newport Beach Blvd.
Newport Beach, CA 92660

RE: EMERALD VILLAS SENIOR CITIZENS PROJECT

Dear Mayor Strauss:

I wish to express my opinion on the Emerald Villas property on E. Coast Highway in Corona del Mar.

I have looked at this piece of property often in the 30 years plus that I have lived in Corona del Mar and I strongly feel that this Senior Citizen project is one of the best uses this property could have.

I am in favor of the project and I hope that you will be in favor of it also.

Thank you for considering my opinion.

Sincerely,

Renfro C. Newcomb

RCN:m1s

RECEIVED
APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

March 30, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Mr & Mrs. John [unclear]

Address

2024 ALTRA DR.
CDM 92625

A few years ago, when I was looking for a similar type of housing for my mother, there was nothing available in the area with the exception of Regent's Point which required a large entrance fee.

I believe the project is much needed in the NB/CDM area and that it is a better use for the property than the numerous restaurants that have continually failed there.

March 30, 1989

RECEIVED
APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name JACK & GINA B JENSEN
Address 2226 FORT CARLUKE PL.
NEWPORT BEACH
CA. 92660
TEL. 760.8102

NEWPORT BEACH CITY COUNCIL,

WE BELIEVE THAT MR. CHRISTESON PROJECT, WITH THE PROPOSED CHANGES, IS NOT ONLY A GOOD USE FOR THE PROPERTY BUT IS WELL SUITED AND COMPATIBLE TO THE SURROUNDING NEIGHBORHOOD AND SERVICE USES. WE BELIEVE THAT A FAVORABLE VOTE FOR THIS PROJECT IS THE CORRECT VOTE.

THANK YOU,

Mr. & Mrs. Jack & Gina B. Jensen

RECEIVED
APR 24 1989
CITY OF NEWPORT BEACH

April 19, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name J. Leslie Steffensen

Address _____

J. Leslie Steffensen
735 Cameo Highlands Drive
Corona del Mar, CA 92625

April 19, 1989

RECEIVED
APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name SAÏD SHOKRIAN

Address 2720 PEBBLE DR.

CORONA DEL MAR

CA. 92625

RECEIVED
APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

April 12, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name JOHN WERTIN
Address 111 SHORECLIFF Rd
CDM

April 19, 1989

RECEIVED
APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name C. JEREMIAS
Address 8 MALIBU CIRCLE
COLONIA DEL MAR, CA 92625

▲
RECEIVED
APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

April 19, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Fred P. [Signature]

Address

8711 East Coast Hwy, Suite A
Colon Del Mar,
Calif, 92625
D

RECEIVED
APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

March 30, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely, Rod Hoffman

Name Rod Hoffman

Address 925 Sanders Rd.,
Corona del Mar Ca.
92625

RECEIVED
APR- 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

March 30, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name John + Donna Khedeli
Address 3907 Inlet Isle Dr.
Corona del Mar, CA
92625

March 30, 1989

RECEIVED
APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Mrs Hugh R. McDonald

Address 1226 Seacrest Dr.
Corona Del Mar
Calif 92625
(714) 640-1226

"RECEIVED AFTER AGENDA
PRINTED:" F-4 (r)

IRVING X. BURG

2301 BAYSIDE DRIVE - PENTHOUSE SUITE
CORONA DEL MAR, CALIFORNIA 92625

(714) 675-3235

March 20, 1989

City Council
City of Newport Beach
3300 Newport Blvd.
Newport Beach, CA 92663-3884



Gentlemen & Gentlewomen:

My wife and I want to congratulate the Planning Commission's unanimous approval of the proposed senior citizen assisted-care facility in Corona del Mar. Our mother is in one such facility in Laguna Hills and the only impact on the neighborhood is a most positive one.

Elderly folks do not drive excessively, they do not create noise or become boisterous and abusive. They make excellent neighbors who are very appreciative of any attention they receive and the project would add greatly to the wholesomeness of Corona del Mar as a complete community.

I am a member of the Corona del Mar Community Association and I am in complete disagreement with him as are many other members. Every point he made is refuted in actual operations. If anything, Senior Citizen homes are quieter, use less traffic and complete a city's responsibility to its citizens.

We hope and pray that the City Council will approve the Planning Commission's recommendation.

Sincerely,

A handwritten signature in black ink, appearing to be a stylized name.

520 De Anza Dr.
Corona del Mar, CA 92625
Feb. 27, 1989

Planning Commission
City of Newport Beach
3300 Newport Blvd.
Newport Beach, CA 92663

Gentlemen:

I am writing to you in favor of the Retirement Hotel that the Emerald Associates are proposing to build in Corona del Mar. We have been residents of Corona Highlands for twenty five years and have seen the property at 3900 East Coast Highway go downhill until it is not compatible with the community.

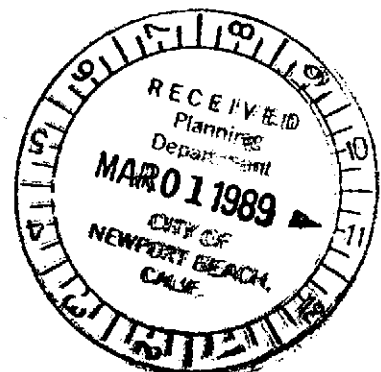
I have been to meetings where the developers have presented their plans and am satisfied that they have taken into account the traffic problems of our community and are addressing this problem. The design of the hotel is very pleasing and I feel will be a real asset to our neighborhood.

I feel that a retirement hotel would be an ideal use for this property.

Sincerely,

Claire A. Wesner

Claire A Wesner



March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Gerald C. Mack

Address 300 Jasmine

Corona Del Mar

Ca. 92625

Property

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Address

W. Lee Spencer

W. Lee Spencer
3716 Ocean Blvd.
Corona del Mar
760-0137

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Dickson Shafer, Lois Shafer

Address

Dickson Shafer
232 Evening Canyon Rd.
Corona del Mar
California 92625

March 23, 1989

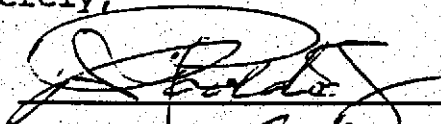
Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

 GEORGE RODDA JR

Address

949 Colton Ave
Coronado del Mar
CA 92630

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Don Kelleher

Address

161 Shoups Road
Orangevale, CA
92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

David R. Becker #

Address

3412 QUINCY
CDM 92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Ellen + Felix Busch

Address

308 Helix
Coronado del Mar
Ca 92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Grant Howell

Address

243 Heliotrope
Carona del Mar
Ca. 92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,



Name

John Haskell

Address

710 Ramona Dr.

Covina del Mar

CA 92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Courtney Moe
Address 4501 Parkham Rd
CDM 92625
714 760-0515

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Address


14 DRAKES BAY DR.

CORONA DEL MAR, CA. 92625

714-759-8910

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Charles W Hester

Address

4515 Broughton Road

Corona del Mar Ca

92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Bill + Candace Rice

Address 1524 Serenade Terr.
Corona del Mar, Ca
92625

Jon,
Good luck!

Bill Rice

3/27

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

John Simon

Address

4600 Dorchester Rd
CDM

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Anabel + John Konwivier

Address 1907 Bayadere Terr
C.A. 17

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Jane R Boyd
Address 2512 Lighthouse Lane
Corona del Mar
Ca. 92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Suzanne R. Cecil

Address

215 Marwood
Corona del Mar
CA 92675

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Richard Marowitz

Address

2719 Seltong Dr Dr
Corona Del Mar Ca 92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name David B. Keanoff MD
Address # 3 Rocky Pt Rd,
C.D.M. 92661

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

John Seitz

Address

1038 Goldenrod Ave
Carona Del Mar, Ca.
92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Stanley R. Pinski

Address

2525 Ocean Blvd.,

Corona del Mar

Calif. 92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

James W. Ray James W. Ray

Address

424 Angelita
Corona del Mar

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Tom Bay
Address 324 C MARGUERITE
CORONA DEL MAR,
92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Larry F. Clair

Address

1907 Sabrina Terrace

Corona Del Mar, CA

92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Robert S Bama S

Address

2507 Blue Water
CDM

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name BRUCE ENDJUZT

Address 713 POINSETTA

CDM

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name Kevin E. Conroy

Address 1907 A Street

Corona del Mar 92625
K E Conroy

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name


JAMES R. MITCHELL

Address

523 SEAWARD ROAD
CORONA DEL MAR, CA 92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

J. Leith Butler

Address

1215 Poppy ave
Corona Del Mar

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Lucyann M. Cameron

Address

1524 Dolphin Ter
Corona del Mar
Ca 92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

Name

Mrs. Dan Jacobs

Address

309 Poppy Ave.
Corona Del Mar, CA
92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

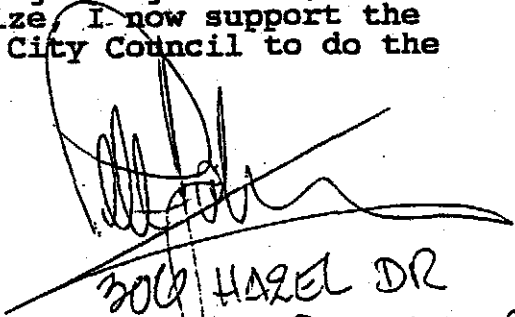
Sincerely,

Name

Mary Johnstone

Address

306 Hazel Dr.
Corona Del Mar
Ca. 92625



306 HAZEL DR
CORONA DEL MAR
CA 92625

March 23, 1989

Mr. Jon Christeson
EMERALD VILLAGE ASSOCIATES
4770 Campus Drive, Ste. 100
Newport Beach, CA 92660

Dear Jon:

I am familiar with the Emerald Village project and, with the proposed changes in building size, I now support the project and urge the Newport Beach City Council to do the same.

Sincerely,

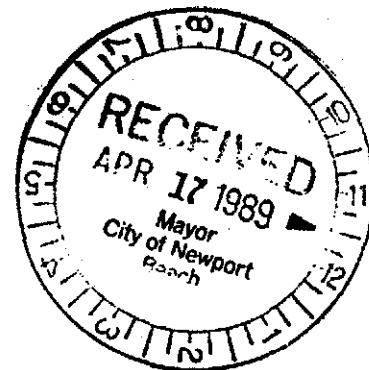
Name

William H. Faith

Address

223 Poppy Ave
Corona del Mar
CA 92635

RENFRO C. NEWCOMB
3 Sandbar Drive
Corona del Mar, California 92625
(714) 759-5577



April 14, 1989

Mayor Donald Strauss
City of Newport Beach
3300 Newport Beach Blvd.
Newport Beach, CA 92660

RE: EMERALD VILLAS SENIOR CITIZENS PROJECT

Dear Mayor Strauss:

I wish to express my opinion on the Emerald Villas property on E. Coast Highway in Corona del Mar.

I have looked at this piece of property often in the 30 years plus that I have lived in Corona del Mar and I strongly feel that this Senior Citizen project is one of the best uses this property could have.

I am in favor of the project and I hope that you will be in favor of it also.

Thank you for considering my opinion.

Sincerely,

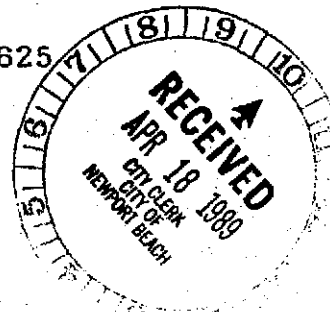
A handwritten signature in cursive script that reads "Renfro C. Newcomb".

Renfro C. Newcomb

RCN:m1s



520 de Anza Dr.
Corona del Mar, CA 92625
April 4, 1989



Mr. Phil Sansone
3300 Newport Ave.
Newport Beach, CA 92663

Dear Mr. Sansone:

We are writing to you in favor of the retirement hotel that the Emerald Associates are proposing to build in Corona del Mar. We have been residents of Corona Highlands for twenty five years and have seen the property at the south east corner of PCH and Hazel Dr. go downhill until it is an eyesore and disgrace to the community at the present time.

We have been to meetings where the developers have presented their plans and are satisfied that they have taken into account the traffic problems of our community and are addressing this problem. The design of the hotel is very pleasing and we feel will be a real asset to our neighborhood.

We feel that a retirement hotel will be an ideal use for this property.

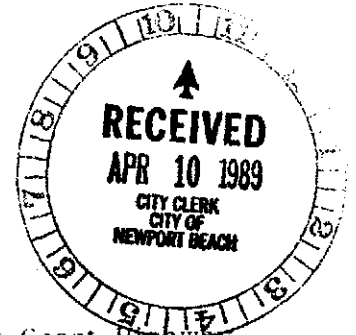
Sincerely,

Claire A. Wesner
Claire Wesner

George M. Wesner
George M. Wesner

April 6, 1989

Mayor Don Strauss and
City Council Members
Newport Beach City Hall
3300 Newport Blvd
Newport Beach, CA 92660



Honorable Mayor and Council Members:

My wife and I wish to express our strong support for upgrading Coast Highway in Corona del Mar by approval of the Emerald Associates use permit #3342, that we understand will be presented to the City Council on April 24th.

We are addressing you by letter because we will be in Europe that week.

Frankly, we don't understand the strident objections to a proposed project that will replace the shabby structure now standing at the corner of Coast Highway and Hazel Drive. Our neighbors have told us of their approval of the project. We believe that an impartial poll of all Hazel Drive residents on both sides of the Highway, and on Poppy Avenue too, for that matter, would produce an overwhelming endorsement of this attractive elderly care facility.

It appears to us that a very few persons, perhaps only two or three families, may be pursuing some sort of vendetta against the builders or owners of the property and trying to create the impression that the community is agitated. We have heard a number of inappropriate objections.

At one meeting we were told that the building would cut off a portion of the ocean view for two residents. When I pointed out that perhaps this could be negotiated with the developers, I was told that preserving the view wouldn't solve the problem. One woman said the sound of sirens from ambulances en route to and from the facility at all hours would disturb her and the whole neighborhood.

Also someone pointed out that it would create a parking problem on Hazel Drive on the ocean side of the Highway. A parking problem already exists there. When we were returning home at 10:30 Saturday night there was only one empty space at the curb between the Highway and our house, and it's even worse in the daytime. True, it would force patrons of the Five Crowns bar to park in the Five Crowns lot, which isn't all bad.


The opponents say they want this property rezoned for residential use only. That would be a good way to punish the present owners for whatever they may have done or said to offend the objectors. And we can't imagine who would want to put money into one or more expensive single family residences facing Coast Highway. Could it be that some property owners across the Highway might be hoping for residential use in the form of apartment buildings to increase foot traffic at this intersection in order to benefit possible future stores on their property?

We have never met any of the Emerald Associates. We are simply interested in
JEAN LANSDALE, 242 HAZEL DRIVE, CORONA DEL MAR, CALIFORNIA 92625-3059. PHONE 714 760-0695

fair play and in seeing the present eyesore converted into a community asset. We urge you to approve this attractive project.

Sincerely


Phil Lansdale


Jean Lansdale

41 Balboa Coves
Newport Beach, California 92663

April 7, 1989

The Honorable Donald A. Strauss
Mayor, City of Newport Beach
Post Office Box 1768
3300 Newport Boulevard
Newport Beach, California 92658-8915

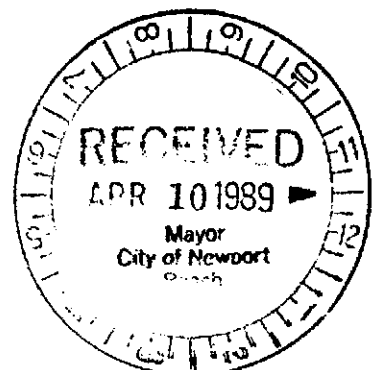
Dear Mayor Strauss and Members of the City Council:

I am a resident of the City of Newport Beach and have been for nine years. I also have my office in the City of Newport Beach. I have reviewed the site plan and elevations for the proposed new senior assisted living facility on Pacific Coast Highway and I urge you to approve the project. The proposed use will help to meet a serious community need for senior housing. Further, I believe the structure will be an attractive addition to the Corona del Mar neighborhood.

Sincerely,



Stephen J. Schumacher



April 4, 1989

Dear Mayor Straus and Members of the City Council:

We are writing regarding the Emerald Village proposal now dealing with a senior residential facility at East Coast Highway and Hazel Drive in Corona del Mar.

The plan meets an important community need and provides an appropriate utilization of this problem plagued property. As you know this proposal represents a sound and equitable solution for the broader community as well as for the private interests which are directly involved.

The objections raised to the project do not reflect a considered assessment of the scaled down nature of the plan and the positive benefits which may accrue from a quality facility of the kind outlined. Moreover some of the objections portray a negative stereotype of the elderly which we abhor.

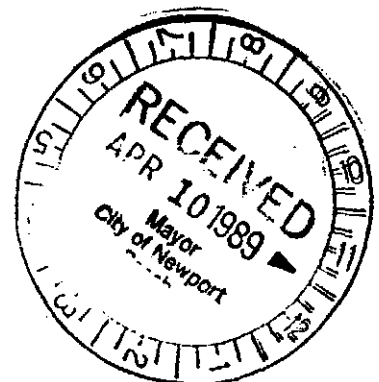
Sincerely,

Charles W. McCann
Charles W. McCann

Ed Williams

Ed Williams

Charles McCann
3700 Seaview
Corona del Mar, Ca. 92625



April 21, 1989

Councilman Phil Sansone
215 Marguerite Avenue
Corona del Mar, CA 92625

Dear Councilman Sansone:

We wanted to write you as Shorecliff neighbors to urge you to support the revised proposal for development of Emerald Village, an assisted living senior housing project on the A.T. Leo site across Buck Gully.

We believe it is important to find a solution to this site, which has created a visible blight on our otherwise beautiful neighborhood because of its long and problem-plagued history. The proposed senior housing project -- now substantially revised -- would represent an excellent and highly attractive use.

When the project was originally proposed about a year ago, many people had expressed initial concern about the size of the building, parking requirements and other issues, such as the number of delivery trucks that would service the facility. We have reviewed these issues personally with the builder, Jon Christeson, who's family has lived in Corona del Mar for eight years, and we are now fully comfortable with the project with the new revisions.

Specifically:

- o the project will generate the least amount of traffic of any use on that site, including residential, which will reduce U-turns currently coming from the retail uses on the site;
- o the size of the project has been cut by 24 percent from the original proposal to comply with strict provisions of the newly adopted General Plan for the City of Newport Beach;
- o much of the project will be built below grade, so that if you compare its overall height with the buildings now on the site or the Five Crowns restaurant adjacent to the site, it will actually be lower than them;
- o a Conditional Use Permit will limit occupancy to 85 units (cut from 120) and at most 99 seniors;
- o the project will likely require fewer deliveries than any other commercial use that could be approved for the site (and possibly fewer than even a residential use);

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APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

- o the project will be managed and operated by Transamerica Retirement Management, a highly respected and trusted retirement housing management company.

In addition, the building's architecture will be of comparable quality to that of the Ritz Carlton Hotel, providing a beautiful and upscale solution to the ugly structures and dumpsters that now are visible on the site.

Beyond all these attractive features, marketing studies show that an assisted living use is desperately needed in Newport Beach. The city has only one assisted living residence in town -- an older and unattractive facility with less than 100 rooms -- and there's a waiting list. In fact, even if Emerald Village is approved, there still would be a shortage of assisted care residences in the city today.

We have joined together because we believe approval of this use is important to our community. All of us had concerns when the plan was first presented. But we now wholeheartedly support the project and hope you will too.

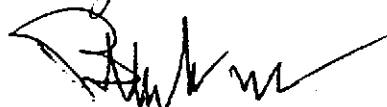
If you support the project, we would appreciate it if you could sign and return the attached support letter to Jon Christenson, which will be forwarded to Phil Sansone, councilmember for Corona del Mar, and William Ward, senior planner.

Cordially,

3/7/89 M. Leah Hopper-Cox
303 Elmwood C.P.M.

Dottie Valentine
307 Duftwood Rd.

John A. Ireland
201 Monum. Canyon
Myrna K. Ireland


149 Shorecliff Rd
Katharine M. Williams


161 Shorecliff Road

Donna & Bob
Schaller
765 Evening Canyon

Jiffey Wood
327 Duftwood Rd.

OPPOSED

D-1

Mayor Don Strauss

April 14, 1989

and members of the City Council

Re: Use Permit # 3342

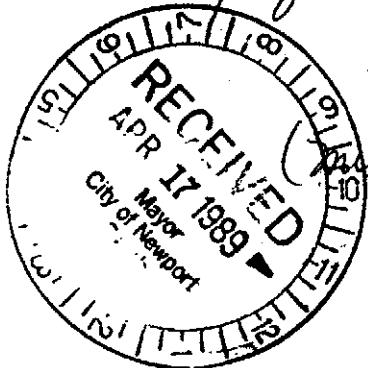
As a concerned citizen of Corona del Mar I would like you to know that I am opposed to the proposed project, by Emerald Associates, to develop an elderly care facility on Pacific Coast Highway, and Hazel!

The development is by far too massive for the site. The traffic is unbearable now without additional traffic problems.

I consider the general citizen of Corona del Mar trying to bring up a family in such a high density of traffic and people.

Sincerely,

Elizabeth Montgomery
584 Hazel Dr.
Corona del Mar



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APR 18 1989
CITY CLERK
CITY OF
NEWPORT BEACH

Key Bugey
4714 Cortland Drive
Corona Del Mar, CA 92618

April 15, 1989

Dear Mayor Strauss and Members of
the City Council -

I am writing to you to
urge you to overturn the project
offered by Emerald Associates. Those
of us living in Cameo Highlands are
already experiencing hazardous
traffic on P.C.H. It is either

"gridlock" during morning &
evening rush-hours and
80 mi. an. hour freeway speed
at other times of the day!

We are in favor of a
home for the elderly - located
in a safe, quiet, easily
accessible area.

We trust that you will
vote against Emerald's latest plan

Sincerely, Key Bugey

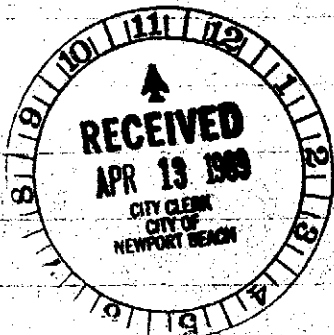
Mayor Don Strauss
members of the City Council
RE: Emerald Association use permit # 3342

Dear members

I would like to add my name to the list of people who are against this project.

Senior citizens should not be subjected to live around very dangerous traffic conditions.

also this massive building is way out of line with the rest of Corona del Mar.



Thank you,
Carrie von Hemert
Newport Beach

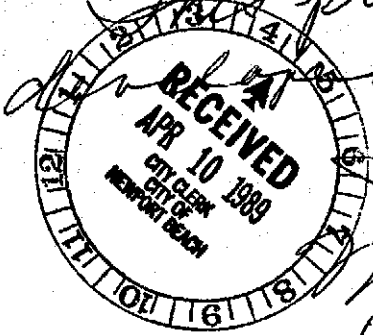
April 5, 1989

Mayor Don Strauss
3300 Newport Ave.
Newport Beach, Ca 92663

Dear Mr. Strauss:

I think Emerald's elderly
care project on Pacific Coast
Highway and Hazel Drive
in Corona del Mar is
completely wrong for this
location.

This property should be
developed as a park.



Sincerely,
Mrs. Grover Skaggs
Corona del Mar

Re:

Emerald Associates Re Permit #3342

Taffy Coslow
436 Mendoza Terrace, Corona Del Mar, California 92625

2/15/89

Dear Mayor Strass and
Members City Council

Ret Emerald Assoc
P.O. # 9342

Mr Coslow and I have lived here
for 25 years.

We do not want an elderly
facility built on the site
indicated above. Reasons too close
to PCH - too much traffic -
etc etc. We cant get in & out
of PCH & Seaward now.

It is not a safe place for
this kind of facility.

A Park yes, but for elderly NO.

Sincerely
Taffy & Carl Coslow

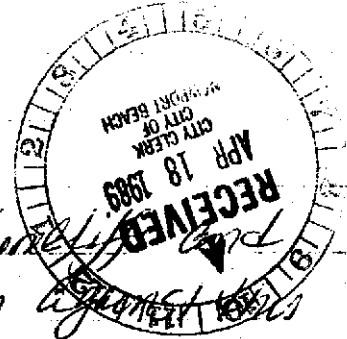
Mayor Don Grauss
Members of the City Council
P.E. Emerald Assoc. use Permit # 3342

Dear Members of the Council,

I am a resident of ShoreCliff and would like to say that I am against this project. There are too many negatives involved. To begin with, this would create a lot more traffic in ShoreCliff of which we don't need, also I fear for the safety of 85 to 100 S. Citingris subjected to that dangerous traffic problem on P.C.H.

I am also very concerned with the sign of this development, I feel it would be completely out of line for Corona Del Mar.

Thank-you
Dana McNeil
Dana McNeil
308 Evening Canyon
ShoreCliff



Velma O'Brien



Mayor Don Strauss and City Council Members
3300 Newport Ave.
Newport Beach, Ca 92663

Re Emerald Associates Use
Permit 3342

Please help us to preserve Corona del Mar, in its Village type Community

We who have lived here many years, and have helped build this distinctive type residential community, feel we are more entitled to an expression of how it should be continued; than some developer who just happened to buy a piece of property at the wrong location for the project for which he wishes to use it.

We already have a problem with the big trucks that service Five Crowns, especially the ones who come on Seaview to make a left turn; frequently they cannot manage without backing up. Then they go up and double park on Poppy, to gain access to the service door. If one wishes to exit to PH, there is a choice, pull around and chance being hit by a vehicle coming off PH, or sit and wait.

I wonder if you have considered eliminating those large trucks from Seaview, or at least stop them from double parking on Poppy.

I often think of the residents that would be in this Emerald location they would be subjected to the noise, fumes, and dirt from the Highway. Also, there would be no place for them to go out and stroll in safety. We wish to take care of the elderly, I'm one of them, but lets find a better location.

Sincerely

Velma O'Brien
Velma O'Brien

4/14/89

Mayor Don Strauss and Members of City Council:

Gentlemen: Re Emerald Associated Use Permit #3342.

Please be advised that the undersigned Newport Beach Registered Voters are opposed to the granting of Use Permit # 3342.

N. HARRY HOPKINS

356 HAZEL DRIVE

C.D.M

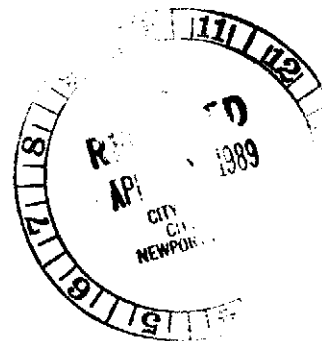
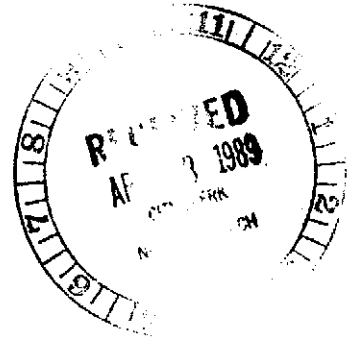
N. Harry Hopkins

LOIS S. HOPKINS

356 HAZEL DRIVE

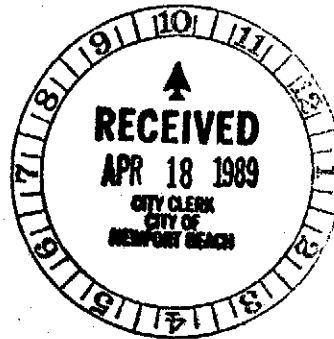
C.D.M

Lois S. Hopkins



April 16, 1989

Mayor Don Strauss and
Members of the City Council
3300 Newport Avenue
Newport Beach, CA 92663



Mayor Strauss:

I write to you regarding Emerald Associates Use Permit #3342.

I have been a homeowner and resident of Corona del Mar since 1970. One reason I chose Corona del Mar as the place to buy my home was because of the smaller town nature of the community.

I realize that nearly all towns in California experience growth and increases in population and density, but the plan for the corner of PCH and Hazel is inconceivable. Emerald Associates has reduced the room count from 98 to 85 units, but that is a pittance. Eighty five units is still too great a number.

My desire is that the parcel be made into a park. If that is not possible I ask that the property be rezoned to residential with density and height limits.

My neighbors and I feel very strongly about this and we will not allow Emerald Associates to go ahead with their grand plans without a fight.

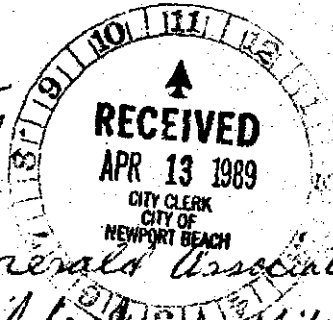
Sincerely yours,

Jane Kantor

Jane Kantor
475 Morning Canyon Road
Corona del Mar, CA 92625

April 10-89

Nayar and Members
of the City Council



in opposition against the Emeralds Association
of the Massine Elderly facility
at the Pacific
Ave. and Angel Street. This is not
a good place for such a facility.
It would be over-crowding on the
existing streets. Also many other
inconveniences - ambulances and
nurses waiting, at all hours, to
assist. Cars blocked in front of it.
That does not fit the style
of the Marina del Mar - which would be
inappropriate at that location.



Marjorie C. Perry

RIDGE

April 4, 1989

Mayor Strauss,
very concerned about
some development
by Emerald Assoc,
Corona del Mar
city. Not only is the
size inappropriate,
the location has many
risks for an elderly
person. An icy wind blows up
upon, there is a lot of
traffic (I have seen two
accidents at the Seaward / PCH
intersection since Nov.), and
cars will mean

stion.

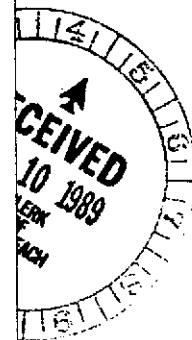
on

this

ject.

ely,

Eric
unbridge
ward



DONALD E. KING, M.D., F.A.C.O.G.
DAVID A. BEAN, M.D., F.A.C.O.G.

OBSTETRICS, GYNECOLOGY, STERILITY

6226 EAST SPRING STREET
LONG BEACH, CALIFORNIA 90815
597-3691

4/5/89

Sirs:

As a resident of Shorecliffs
and a physician, I well know
how the Emerald project would
unfavorably impact the area.
Traffic is different with
getting out of Shorecliffs but
I see additional hazards to
the area with people parking
within Shorecliffs. There
are more & more churches in the
area. Residents have a difficult
time now even getting onto P.C.H.



This is a bad precedent.
I am strongly opposed to the
suggested use by Emerald.
David King

April 8, 1989

Re: Emerald Assoc Elderly Care Project -

My husband & I regarding this
Project - ~~agreed~~!! Not
in keeping at all for the CDM we
have called home for 29 years!
It is appropate for the site with
the traffic congestion & all -
Please reconsider low density
residential single family homes!
It would add a great deal
in the approach & set into
our lovely area!

Sincerely

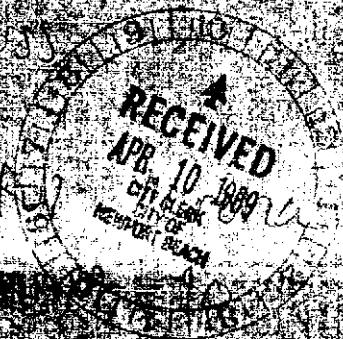


Mrs Donald Kollanse
513 Goldenrod Ave
Corona del Mar

April 2, 89

Dear Mayor Strauss

Our beautiful



the maximum as it is, if we allow Carroll Associates to build a retirement community, it will choke our highway and most likely be the sight of many accidents. Not to mention parking problems. Please do not allow this structure to be built. It will be a relief to see this permit defeated.

SWANSON
607 MARI GOLD
CDM 92625

Shirley Swanson
Shirley Swanson
2 1/2 year res.

April 6, 89

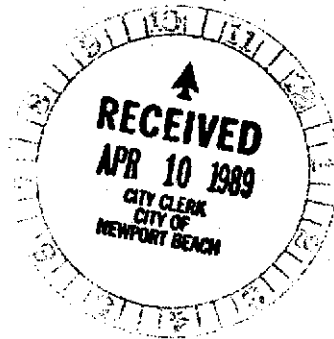
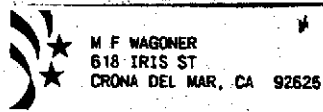
Dear Planning Commission,

I am ~~against~~ the Development
of the Emerald Associates Elderly
Care Project on PCH + Hazel Drive
for many reasons -

Traffic, Safety, Parking,
They should be located in a
less over Populated Place -

Sincerely,

M. F. Wagoner



"RECEIVED AFTER AGENDA
PRINTED:" D-1

April 21, 1989



Dear Council Members:

RE: Emerald Assoc. Senior Care
Facility, Corona del Mar

Your time is very valuable and you must read hundreds
of repetitious letters.

I have just one suggestion - please deny Emerald
Assoc. Senior Project in this highly congested intersection
of Corona del Mar for the safety of the senior citizens who
will occupy this facility and for all those using the Coast
Highway and Poppy Avenue.

Sincerely,

A handwritten signature in cursive script, appearing to read "Robert L. Sattler".

Robert L. Sattler
544 Hazel Drive
Corona del Mar, Calif.

D-1

Albert E. Stockton, VMD
286 Evening Canyon Road
Corona del Mar, CA 92625
(714) 760-1130

April 17, 1989

Mr Phil Sansone
3300 Newport Blvd
Newport Beach, CA 92663

Dear Councilman Phil Sansone,

I understand that the Emerald Associate Elderly Care Facility is now applying for a use permit to construct another large building on the site of Hazel and PCH. My opinion is we should stick to the General Plan to use the land as Retail and Service Commercial, which is more cohesive to our community and surrounding territory. We all must realize this is a firm commitment and after it is done it cannot be changed. The mistake will be made and it cannot be corrected.

We have an outstanding community here with fine buildings along PCH, and we hope to keep it that way if possible. We do not need any bulky structures like this to destroy the beauty of the area.

Regarding parking, we must take a hard, long look at this problem. The famous valet parking is a headache to the peaceful and quiet condition of the surrounding community. We have experienced this valet parking before, and it was a major headache especially for those of us on Evening Canyon Road and Seaward. We sure don't want that again. I am for anyone making money, but not at the detriment to the surrounding community.

Let's keep Corona del Mar as a first quality family community and not a bulky structures for the elderly. Thank you for your past courtesy and good judgement.

Sincerely,
Albert E Stockton
Albert E. Stockton, VMD.



AES/sg

April 24, 1989

Mayor Strauss and City Council
City Hall
Newport Beach, California

Dear Sir:

In reference to the proposed adult care facility at the old A.T. Leo site.

I live within five hundred feet of that site. I was sent a letter and invitation to attend an on site showing of the proposed project about a year or so ago. I spoke with Mr. Christensen about my concerns of the traffic over load and the making of U turns in front of my place at Coast Highway and Seaward. His answer was, that is not my problem, it is a Cal-Trans problem. We have a number of accidents there each year, but near accidents everyday. I can see every vehicle coming out of the adult care facility making U-turns during any given time.

To my knowledge, this site is and has always been zoned commercial. Mr. Christensen knew this when he bought the property. If he did not like the present zoning he should have purchased it contingent upon getting the zoning he wanted. Therefore, I do not see why the city has any obligation what so ever to accommodate a myriad of amendments and zone changes.

In essence, this is nothing more than a motel or hotel, except that it is not opened to the public. I wonder if the City would allow the Kirkwood Motel to expand and add another 64 rooms so as to equal Mr. Christense's project????? It seems to me that the Kirkwood would be just as entitled since a residence has been established by the City's approval of this project.

Thank you for your time in reading this letter.

Vincent Salerno
Mr. Vincent S. Salerno
A concerned citizen



April 21, 1989

Mr. Philip Sansone
215 Marguerite
Corona del Mar, Calif.

Dear Mr. Sansone:

Regarding Emerald Associates
Elderly Care Project, wish to
express my disapproval
of this project for Pacific
Coast Highway and Hazel
Drive. This project does not
belong in Corona del Mar.

Sincerely

Mrs. Forest D. Stogge
323 Foinsettia
Corona del Mar, Ca.

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APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

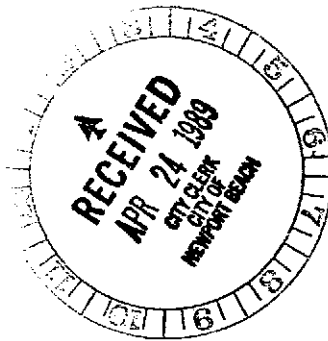
4-20-89-

Mrs. Kermit Kvien
4515 Wayne Road, Corona del Mar, California 92625

We are opposed to the Elderly
Care project in Corona del Mar.
We are citizens of Camar Highlands
and have lived here for 28 yrs.
Our traffic + parking problems
are tremendous already.

Yours Truly

Mary + Kermit Kvien.



19 April '89

Mr. Phillip Sansone
215 Marguerite
Corona del Mar, Ca.

Dear Mr. Sansone:

This is to advise you that we are definitely against the "Emerald Project Parkway & Hazel Drive". It should be located in an area close to the Hospitals where emergency equipment is readily available for all.

Furthermore, the added pressures - congested streets, heavy traffic, gas fumes, smog, no parking areas, and screaming sirens up and down the Pch Highway would make it unbearable for anyone to enjoy living!



Sincerely
Mrs. Mrs John H. Robinson
316 Poinsettia
Corona del Mar, 92625

P.S.
(also sent letter to Mayor-Council)

April 24, 1989

Councilman Philip Sansone

Regarding: Emerald Associates Elderly
Care project on PCH and Hazel

Dear Sir:

I have been a resident of Coronado Park
for 26 years and today reject the above
project for three reasons:

1. Development of that area is
appropriate for that area.
2. The Elderly desire walks and parkways
which is not possible.
3. Dangerous to turn to get out of that
area.
4. PCH is already a traffic block in
that area.
5. Parking facilities could not be possible
in that area for residents - including
personnel, visitors and utilities vehicles
to operate.

6. Property could be put to
better use than a large
over populated development

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APR 24 1989
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CITY OF
NEWPORT BEACH

Thank you
Mrs. Carl W. Service

2/26/89

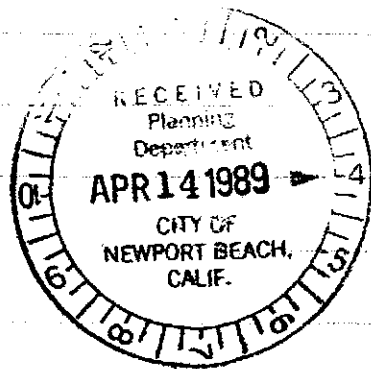
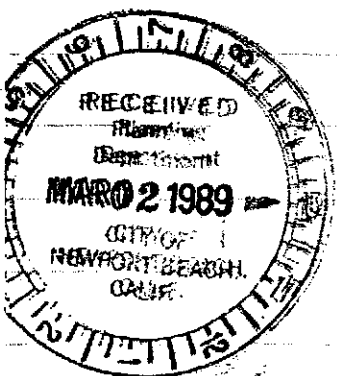
PLANNING COMM. MEMBERS

RE- EMERALD VILLAGE ASSOC. PERMIT # 3342

DEAR MEMBERS

AS A RESIDENT OF C.D.M. FOR 13 YEARS
 I WOULD LIKE TO GO ON RECORD AGAIN AGAINST
 THIS PROJECT. THIS TYPE AND SIZE PROJECT DOES
NOT BELONG ON THAT LOCATION. WE HAVE ENOUGH
 TRAFFIC AND LARGE PROJECTS GOING UP ALL
 AROUND US. I NEVER THOUGHT THE DAY WOULD
 COME WHEN WE WOULD THINK OF LEAVING C.D.M.,
 PLEASE DO NOT APPROVE THIS TYPE OF PROJECT
 IT WILL ONLY CAUSE PROBLEMS TO HAVE 85
 TO 160 PEOPLE LIVING THERE.

THANK YOU
 RONALD & SHIRLEY CENTRA
 405 COLUMBUS CIRCLE
 C.D.M.



S. Centra
 405 Columbus Circle
 Corona Del Mar, CA 92625

MARCO FOAM PRODUCT
1411 SOUTH VILLAGE WY
SANTA ANA CA 92705 21AM

Western Union Mailgram



4-0252189111 04/21/89 ICS IPMRNCZ CSP SNAB
7148356441 MQMB TDRN SANTA ANA CA 57 04-21 0229P EST

STRAUSS MEMBERS OF THE CITY COUNCIL
3300 NEWPORT AVE
NEWPORT BEACH CA 92663



RE: EMERALD ASSOCIATES USE PERMIT NUMBER 3342

DEAR SIRSI

SITE IS NOT SUITABLE FOR REQUESTED USE. PROBABLE FAILURE. SETTING PRECEDENT IN CORONA DEL MAR. QUALITY OF LIFE AND SAFETY OF RESIDENTS.

DONALD AND SALLY PETERSON
249 EVENING CANYON RD
CORONA DEL MAR CA 92625

14:24 EST

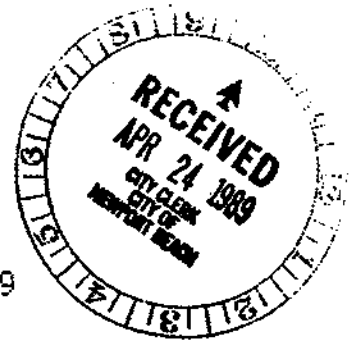
MGMCOMP

5241 (R 7-82)

36

541 Hazel Drive
Corona del Mar, CA 92625

April 20, 1989



The Mayor and Members of the
City Council
City of Newport Beach, CA 92663

Re: Emerald Assoc
Project on PCH

Dear Mayor and Members of the City Council,

The large elderly care institution proposed by Emerald now for your consideration is out of keeping with the village atmosphere of old Corona del Mar, even in it's somewhat diminished bulk.

I urge you to vote against this proposal. There is need for elderly care, but the site on busy PCH is not the right place.

Very truly yours,


Frederick E. Andresen

304 POPPY Ave
Corona del Mar

MAYOR DON STRAUSS

Dear Mayor Strauss + Members of the City Council

We are strongly opposed to the Emerald Associates Senior Development project at the Coast highway and Hazel in Corona del Mar for the following reasons.

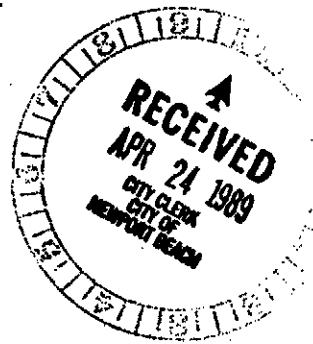
1. NOT an appropriate sight site for such a project.
2. Adding to the already traffic load in the area.
3. No parking is available at most times on Hazel or Poppy ave.
4. Hazel is a sub standard street and presents a hazard to residents backing out of garages on to Hazel, particularly from service vehicles.
5. This would more than double the population density of the area.
6. In case the project at some future date is not viable as a Senior Citizens Center it could represent a real "white elephant" and a potential for deterioration of control.

Yours respectfully,

H.D. Bedell

RECEIVED
APR 24 1989
CITY CLERK
CITY OF
NEWPORT BEACH

April 19, 1989



Mayor Don Strauss
and
Members of City Council
3300 Newport Avenue
Newport Beach, Ca. 92663

Re: Emerald Association
also Permit No. 3342

I am against that proposal
above. I have lived in
Stonely for 26 years and there
are enough people in this area.
The traffic is horrible and we
don't need more people on
the beaches walking across Tide
pools and ruining all the sea
life.

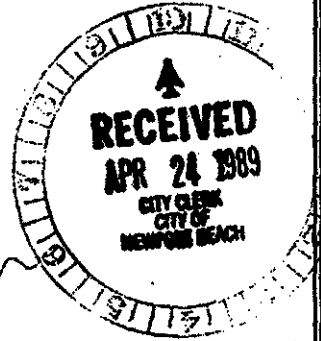
Let us have a conscience.
This is a nice community,
and the last of a family
community.

Sincerely,
Cynthia W. Wray,
314 Emerald Dr.,
Costa del Mar, Ca.
92625

April 20, 1989

Mayor Don Straues
and
Members of the City Council

Re: Emerald Association
Use Permit No. 3342



As a long term resident of Corona Del Mar, and a local businessman, I am against the above proposal by the Emerald Association. Corona Del Mar is one of the most beautiful residential communities in California, and as such should not be destroyed by unprincipled developers. The area in question should be developed for the good of all of the current residents, and not for a select few. Let's keep this jewel, Corona Del Mar, intact as it is.

Sincerely,
Ed. Johnson

314 Evening Cyn Rd
Corona Del Mar

MARGARET T WILLSON PH D
psychologist

~~444~~
336 poppy ave corona del mar CA 92625
714 760 1723

April 21, 1989

Mayor Don Strauss and Members of the City Council
3300 Newport Blvd.

Newport Beach, Ca.92663

Re: Emerald Associates Use Permit #3342



Gentlefolk:

I write to ask you to turn down the above referenced project. My reasons for this were outlined in my previous letter, so I will only summarize at this time.

1. Favoring businesses including city income over the wishes and life space of the residents. (I live across the street)
2. Increased traffic and parking problems (visitors and extra services)
- 3 Inappropriateness of the site for the project and for the intended residents.

Thank you for your attention to my request.

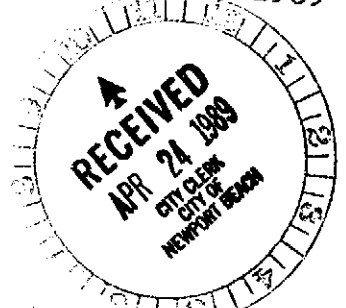
Yours truly,

Margaret T. Willson Ph D
Margaret T. Willson Ph D

HASKELL SHAPIRO
287 EVENING CANYON ROAD
CORONA DEL MAR, CALIFORNIA 92625

April 21, 1989

Newport Beach City Council
Box 1768
Newport Beach, CA 92658-8915



Gentlemen:

I urge you not to permit the construction of the facility which Emerald Associates have applied for in Use Permit 3342.

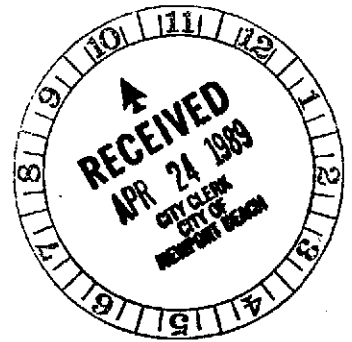
The traffic survey that has been done is, in my opinion, not applicable to the projected use. Summer weekend traffic is the worst traffic problem that exists at the intersection of Pacific Coast Highway and Poppy. This proposed use, due to each of the eighty or more residents having several visitors, could have a severe impact on summer weekend traffic and parking.

Very truly yours,

Haskell Shapiro
HASKELL SHAPIRO

HS:1

April 21, 1989



Newport Beach City Council
Newport Beach City Hall
Newport Beach, CA 92660

Dear Council Members,

This is to enter our names on the dissident side regarding the senior-citizen assisted care home proposed for the old A.T. Leo site in Corona del Mar.

Our reasons are reasons heard before - density, traffic flow, ecological concerns - all valid and not without reason to those living nearby. Please reconsider your decision to allow this intrusion on the property.

Consider instead the definite upgrade of Laguna Beach when they opened their "window to the sea" along Coast Hwy at Main Beach. Were the A.T. Leo property to be reverted to the city, a similar plan could be instrumented: i.e. a traveler's rest stop amide a pretty and more ecologically planted park.

Sincerely,

Judith S. Kindig

Craig W. Kindig
520 Seaward Road
Corona del Mar, CA 92625

SPENCER CRUMP
328. Poinsettia Avenue
Corona del Mar, CA 92625

April 19, 1989

Mayor and City Council
City of Newport Beach
P. O. Box 1768
Newport Beach, CA 92658-8915



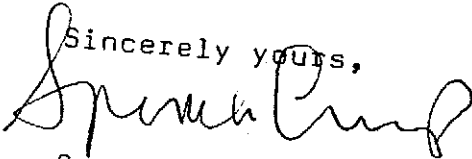
Re: April 24, 1989, Hearing
Emerald Village Associates, Inc.

I am writing to express my opposition as a resident and voter to the above project.

There is already a considerable problem in parking in this area as well as heavy vehicular traffic. Your approval of this development will only make the situation worse for residents and visitors.

Our family has resided in our present home for nearly 18 years, and we have noted the local traffic and parking situation become worse each year.

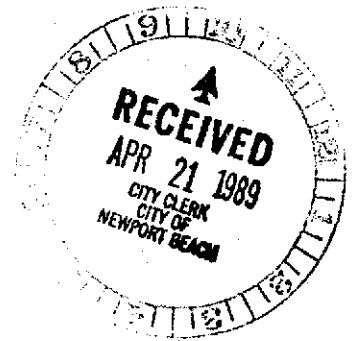
We residents/voters will appreciate your denial of this permit.

Sincerely yours,

Spencer Crump

April 17, 1989

Mayor Don Strauss
Members of the City Council
City of Newport Beach
3300 Newport Ave.
Newport Beach, Ca. 92663

Re: Emerald Associates
Use Permit #3342



Gentlemen:

Once again I am joining my fellow Corona del Mar neighbors in voicing strong objection to the subject project which will be before the City Council on 24 April 1989.

As before, this proposed development is completely out of keeping with our neighborhood. The size and height of the proposed structure and its use would have drastic adverse effects on traffic and safety issues as well as property values in Corona del Mar.

I urge the City Council to act in good faith by responding favorably to the wishes of the majority of Corona del Mar property owners and overturn the Planning Commission's ill advised decision on this project.

Sincerely,

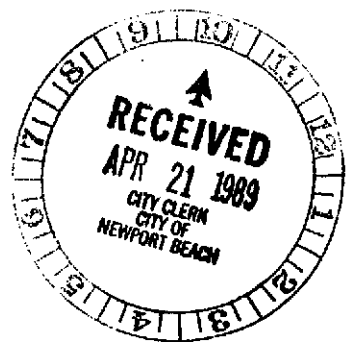
Charles Gray

Charles Gray
4527 Hampden Road
Corona del Mar, Ca. 92625

11'11'01
Hy & Pauline Rosenberg
314 Orchid Ave
Corona del Mar

Ca-92625

Newport Beach City Council
Mayor Don Straus



We are opposed to the Emerald Assoc.
proposed plan for Hazel Dr. + P.H.

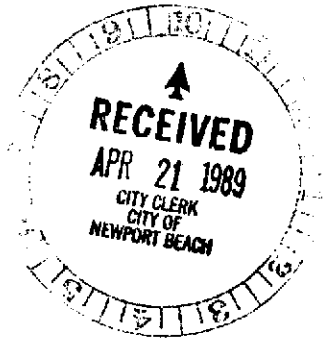
[Handwritten signature]
[Handwritten signature]

Mayor Strauss

4/19/89

This is a "no" vote & voice re
Emerald Assoc. plan as PCA &
Hazel in CD. D.

Her Mona Rosenberg
314 Orinda Ave
Covina CA



4/19/89

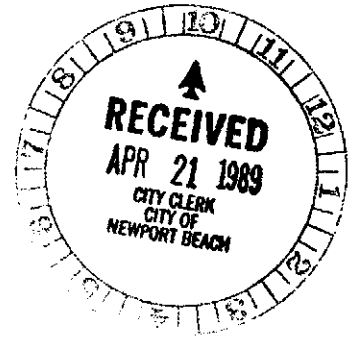
I am opposed to the Emerald Associates
plan for P.C.H. & Hazel Dr.

Shari L. Rosenberg

314 Orchid Ave

Corona del Mar,

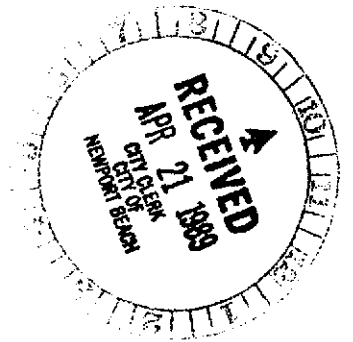
CA - 92625



Apr 19 1989

I am opposed to
proposal from Emerald Assoc.
for Hazel & PCH.

Jan Rosenberg
314 Dickie
Corona del Mar



Mayor Don Strauss and Members of the City Council

3300 Newport Ave.

Newport Beach, Ca. 92663

Re: Emerald Associates Use Permit #3342

Gentleman:

I request that you vote NO on the issue of commercial Zoning of the property on PCH and Hazel Dr.

We do not need further congestion on PCH!

Very Turly Yours,

Kenneth R Ingman

Kenneth R. Ingman

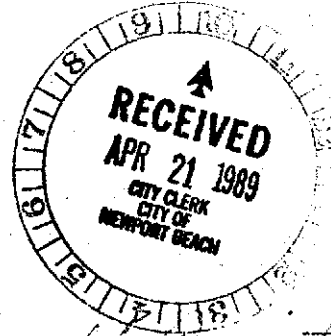
A 35 Year Resident and Home Owner
and Newport Beach Resident

*K. Ingman
409 Cortes Ct.
Corona del Mar,
California 92625*



April 15, 1989

Donald Strauss and
Members of City Council
Newport Beach, Ca.



Gentlemen: Re-New Emerald Associates
Elderly Care Project #3342

This is to advise the Council
that we are against the "new"
"Elderly Care Project in Corona del Mar."
The project is in no way suitable
to be in CDM area. The location
is more suitable for homes or a
PARK - where all can enjoy view
to the ocean - not for adding to
traffic - noise - smog - but re-zoning
to a more appropriate, beneficial
area for all "Newporters" to enjoy.

We are definitely against any
project such as "Emerald Associates."

Sincerely,
John & Margaret Robinson
314 Tainted
CDM

April 20, 1989
424 Macking Canyon
Carona del Mar, Ca

Mr. Dan Straus
City Council
3300 Newport Blvd.
Newport Beach, Ca.

Mr. Straus:

This is to protest the five-story building at Hazel and PCH proposed by Emerald Assoc.

As a long time resident of Carona del Mar, I find the proposal out of character with our small town - too much congestion so close to private homes - and automobile congestion on PCH.

I do hope that you will vote against the proposal.

Sincerely,

Faye Fawcett



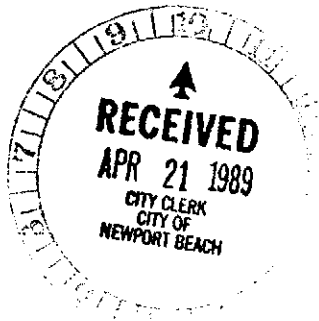
Mayor Don Strauss and
Members of the City Council
R.E: Emerald Assoc.

Dear Members of the Council.

I would like to go on your records as being Against this project. With about 85 to 100 elderly people living so close to PCH I would worry about their safety.

We also do not need a building of that size in our town!

Thank You.
Scott A. Centra
C.D.M.



April 17, 1989

Mayor Donald Strauss
& City Council Members
3300 Newport Avenue
Newport Beach, CA 92663



Re: Emerald Associates Use Permit #3342

Dear Mayor Strauss and Council Members:

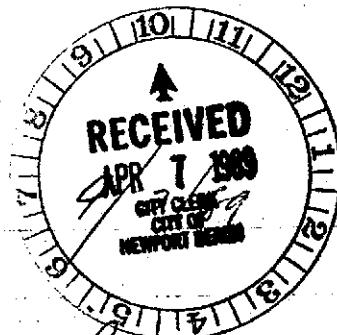
We have been familiar with the site of the proposed Emerald Associates' development, next to Hazel Drive in Corona del Mar, and very well remember the Kay Finch Ceramics facilities from World War II days and after.

We have both been Newport Beach residents with our families since the '30s, and are presently 17 1/2 year residents of Coronado Highlands. We are familiar with the restaurant history at the site in question. The view overlooking Little Corona Beach is quite exceptional. Preserving that view for the public should be a top priority for the City, than a better use for the remaining property investigated - present use seems o.k.

As you know, Corona del Mar, and especially that high-risk area around that site, does not need more cars and traffic crisis. Someone almost backed into my car from that Italian sandwich shop yesterday. That place creates enough risk. Only a low-key development, as is presently existing, is appropriate.

Sincerely,

Donald Strauss
City Clerk



Mayor Don Strauss
Members of the City Council
RE: Emerald Assoc. use Permit # 3342

I am a Sr. Citizen who lives
in Corona Del Mar and I'm very
scared when ever I have to cross
any H'way to get to our stores.

If ever I needed a care center
to look after me I would not
choose that location, too much
traffic and no parks to walk
to. It seems to me that all

they want to do is have a new
so they can charge alot of money
and they do not care about
the elderly but just dollar.

Please do not approve the location

Alice Phelps
621 Jasmine
C. O. M.

Corona del Mar Ca
92625-

April 6, 1989

Mayor Alon Strauer
3300 Newport Ave.,
Newport Beach Ca 92663
Re: Emerald Asew. Use Permit # 3342

Dear Sir:

As a home owner and
tax payer in the city of Corona del
Mar - I wish to express my
opposition to the proposed
Emerald Asew. Elderly Care project
on Pacific Coast Highway and
Hazel Drive.

The development remains
massive to the site and completely
out of keeping with the
surrounding area and the
village atmosphere of Corona del Mar.

I am 100% opposed to this
proposition

Sincerely,
Mrs. Georgia H. Koenig
200 Poppy Ave
Corona del Mar 92625-

APRIL 7, 1989

MAYOR DON STRAUSS AND
MEMBERS OF THE CITY COUNCIL
3300 NEWPORT AVE.
NEWPORT BEACH, CA 92663



RE: EMERALD ASSOCIATES USE PERMIT #334Z

DEAR MAYOR STRAUSS:

AS A RESIDENT OF CORONA DEL MAR,
I AM OPPOSED TO THE BUILDING
OF THE ELDERLY CARE PROJECT IF IT
EXCEEDS TWO OR THREE STORIES IN
HEIGHT, I BELIEVE THIS WOULD BE
INCONSISTENT WITH ALL OTHER STRUCTURES
IN CDM AND CREATE AN UNWELCOME
"EYE-SORE". PROCEEDING WITH THE PROJECT
COULD ALSO SET A DANGEROUS PRECEDENT
FOR THE REST OF THE TOWN.

PLEASE CONSIDER THESE THOUGHTS WHEN
MAKING A DECISION REGARDING THE ABOVE.

SINCERELY,
Bruce A. Warren
BRUCE A. WARREN
311 LARKSPUR AVE.

Thomas E. Stefl

CERTIFIED PUBLIC ACCOUNTANT

322 Larkspur Avenue, Corona Del Mar, California 92625
(714) 673-2418



April 1, 1989

Mayor Don Strauss and Members
of the City Council
3300 Newport Ave.
Newport Beach, CA 92663

Reference: Emerald Associates Use Permit #3342

Dear Mayor and Council Members,

I have been a homeowner and resident of Corona del Mar since the mid-1970's. While by some local standards that makes me a relative newcomer I nonetheless take great pride and interest in the wellbeing of the area, including its seniors' community.

During these years I have witnessed a number of establishments fail at the above referenced location because of their incompatibility with the community itself. The proposed Emerald Associates project is no more compatible to the that location than its predecessors. Ironically, while an elderly care facility might seem more suitable for the location than the previous restaurants and night spots, the traffic and safety considerations would quite likely be even worse.

Unlike its predecessors, the Emerald Associates project would no doubt be a success for its developer as is just about any real estate development in Orange County; however, in the end the community will have been changed to suit the Emerald Associates project.

I urge you to oppose the Emerald Associates project in favor of a more suitable use for the location.

Sincerely,

A handwritten signature in cursive script that reads "Thomas E. Stefl".

Thomas E. Stefl

4/3/89

A NOTE FROM
MRS. WINFIELD HALL

Dear Sirs.

I wish to be
counted among
those against
Emerald Associates
plan for retire-
ment building in
Corona del Mar

Use Permit # 3342

Sincerely
Eleanor Hall



Major Don Strauss & members
of the City Council
3300 Newport Ave
Newport Beach, Ca. 92663

April 3, 1989



Dear Sir & Members,

As a Cocona del Mar Resident
I am concerned with the future
development of our area and believe
that future zoning should be in
accord with the ambience of
Cocona del Mar. With this in mind
Commercial zoning of a parcel, as
requested by Emerald Associates,
should be denied. Instead of commercial,
the parcel could be ~~better~~ put to better
use as a park or single family homes.

Sincerely,

Marcia Giesser

Giesser
612 Poppy Ave.
Cocona del Mar
Ca. 92625

512 Seaward Rd
C.D.M. CA
92625

**Marriott
Hotels**

(please excuse
letterhead
only available)
JHP.

April 4, 1989

Dear Don Strauss and Members
of the City Council:

I find this new information about
Emerald Assoc. plan for an elderly home
at a very busy intersection to be a
total outrage.

I went to the last meeting on July 25, 88
when their application was withdrawn. I
hoped that would be the end!

I've owned and lived on Corona del Mar
continuously since 1970. And like many,
I come to live in a quaint village
atmosphere which has greatly changed
mainly because of commuter traffic.
Progress/growth is to be expected,
but now I've entered my retirement yrs,
and the thought of other citizens
being placed in that most dangerous
location is totally unacceptable and
without conscience. As with the very
young, the elderly must be protected.
All cannot be sacrificed in the
name of profit/financial gain!

What is wrong with the ethics
of our City Planning Commission?

I stand in total opposition

to Emerald Assoc. Use Permit #3342

Please

L. Poole





4/2/89

MAYOR DON STRAWS

MEMBERS OF THE CITY COUNCIL

RE: EMERALD ASSOC. USE PERMIT # 3342

AS LONG TIME RESIDENTS OF C.D.M., WE WOULD LIKE TO GO ON RECORD AS BEING AGAINST THIS PROJECT. THE BULK OF THIS BUILDING AND MORE SO THE USE OF IT DOES NOT BELONG ON THAT SITE. FROM MY HOME WE LOOK RIGHT ONTO P.C.H. AND SEAWARD, AND NOT A DAY GOES BY THAT WE WITNESS AN ACCIDENT OR A NEAR MISS. I LOVE THE ELDERLY AND HAVE BEEN TAKING CARE OF MY INLAWS WHO ARE IN THEIR 70'S FOR THE PAST 10 YRS, BUT IN NO WAY WOULD I LEAVE THEM ALONE AND CHANCE THEM WALKING AROUND P.C.H. AT THEIR AGE.

PLEASE DO NOT APPROVE THIS PROJECT ON THAT SITE

THANK YOU
RON & SHIRLEY CENTRA

Elizabeth Sadler
3400 Ocean Boulevard
Corona del Mar, California 92625

April 4, 1989

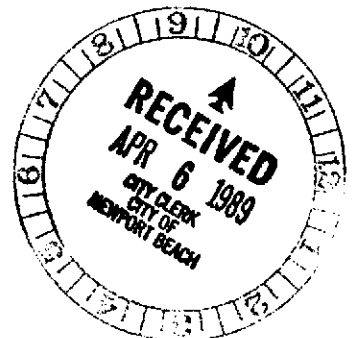
Dear Don Straus & Council:

The elderly care project
on PCH & Hazel would be
unwise and dangerous.

No pedestrians can
cross by Five Corners. The
traffic goes in many directions.

The area should be
residential and should not
block other people's views.

Yours truly
Elizabeth Sadler



517 Larkspur Avenue
Corona del Mar, CA 92625

Mayor Don Strauss and Members of the City Council
3300 Newport Avenue
Newport Beach, CA 92663

RE: Emerald Associates Use Permit #3342

Gentlemen and Ladies:

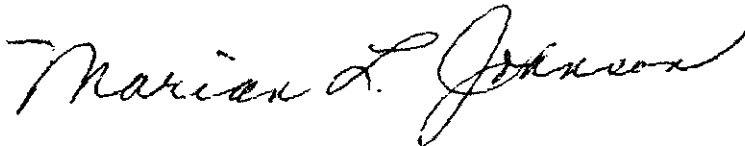
I have owned my own home here in Corona del Mar since 1947 and have seen a lot of changes in the area, which in most cases have been beneficial to our wonderful community.

However, I am dead set against the building of an elderly care unit in the locality that was chosen.

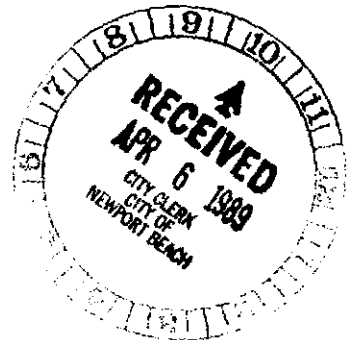
I, myself, am a senior citizen, but with the congestion we now have on Coast Highway, who needs more!

I definately vote no for the permit.

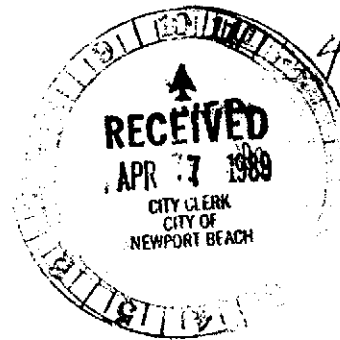
Yours very truly,



Marian L. Johnson



Mayor Don Strauss
Members of City Council
3300 Newport Ave.
Newport Beach, Ca 92663



4/5/89

Re: Emerald Associates Use Permit #3342

I urge the Mayor & the City Council
to overturn the ill advised decision of the
Planning Commission to approve the Emerald
Associates Elderly Care Project on PC Hand Hazel
Dr in Corona del Mar.

Object to the size, the height & the location
of this project. This project remains massive
for the site and completely out of keeping
with the surrounding area and the atmosphere
of Corona del Mar, our entire area is being
compromised by greed and over use of the land and
over building with inappropriate developments.

Once again I urge you to vote no on this
development in Corona del Mar. Thank you for your
cooperation.

Sincerely,
Barbara R. Kober

612 Lakeside
Corona del Mar, Ca 92625
614-7821

April 5, 1989

From: A Concerned Resident of Olde Corona Del Mar

To: Mayor Don Strauss and City Council
City of Newport Beach
3300 Newport Blvd.
Newport Beach, CA 92663

Sub: Proposed Emerald Associates Project, Use Permit #3342



Dear Sirs,

I do not want this project to be approved. I think you all know that the coastline in and around Corona Del Mar has reached a saturation point of development. All new development must be well thought out and carefully planned to preserve the character of the area.

The Emerald project, as proposed, would block the only coastal viewpoint that remains in the village and put extreme pressure on already overtaxed parking facilities for residents. Already there is not enough parking on weekdays. Weekends have become a nightmare.

I want your staff to develop and enforce logical building codes for our city that acknowledge the unique and fragile environment of the near-coast area, especially the area on the coast side of the highway. Tall, high-density development does not belong there!

I believe that Emerald Associates can find a very suitable site for their elderly care facility that does not impact the Southern California coastline, both environmentally and aesthetically, as the proposed site on Buck Gully will. I think that you must make the right decision now to preserve the village atmosphere of Corona Del Mar.

~~Reject the proposed Emerald Associate Project.~~

Mary Ann Root
305 Poinsettia Ave.

A handwritten signature in cursive script that reads "Mary Ann Root".

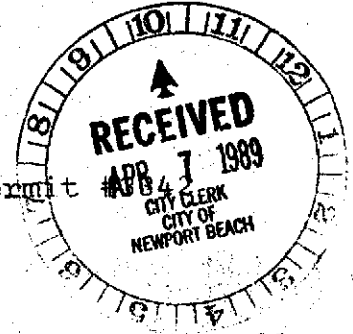
cc: Planning Commission
City of Newport Beach
3300 Newport Blvd.
Newport Beach, CA 92658

April 5, 1989

From: A Concerned Resident of Olde Corona Del Mar

To: Mayor Don Strauss and City Council
City of Newport Beach
3300 Newport Blvd.
Newport Beach, CA 92663

Sub: Proposed Emerald Associates Project, Use Permit



Dear Sirs,

I do not want this project to be approved. I think you all know that the coastline in and around Corona Del Mar has reached a saturation point of development. All new development must be well thought out and carefully planned to preserve the character of the area.

The Emerald project, as proposed, would block the only coastal viewpoint that remains in the village and put extreme pressure on already overtaxed parking facilities for residents. Already there is not enough parking on weekdays. Weekends have become a nightmare.

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~~Reject the proposed Emerald Associate Project.~~

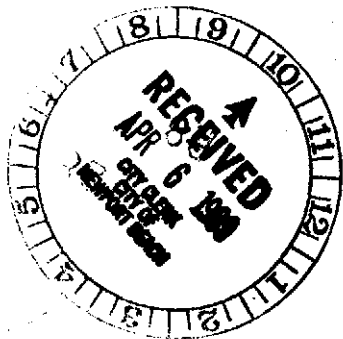
Phillip Root
305 Poinsettia Ave.

A handwritten signature in cursive script that reads "Phillip Root".

cc: Planning Commission
City of Newport Beach
3300 Newport Blvd.
Newport Beach, CA 92658

NO ON Permit # 3342

Keweenaw Bully
106 JASMINE
CORONA DEL MAR
CA 92625





~~no~~ on Permit # 3342

Diana Halford-Bulley
705 Jasmine
Corona del Mar,
CA 92625

MR. & MRS. WILLIAM W. DOTTS
4521 ORRINGTON ROAD
CORONA DEL MAR, CA 92625
APRIL 6, 1989

MAYOR DON STRAUSS & MEMEBERS OF THE CITY COUNCIL
3300 NEWPORT AVENUE
NEWPORT BEACH, CA 92663

DEAR PEOPLE:

RE: EMERALD ASSOCIATES USE PERMIT #3342

WE WROTE AND CALLED PREVIOUSLY WHEN THE FIRST PLAN CAME BEFORE THE COUNCIL AND WE WOULD LIKE TO REITERATE OUR CONCERN FOR THE PROPOSED BUILDING.

ELDERLY CARE IS A FINE USE FOR THE PROPERTY, BUT IT REMAINS THAT THE STRUCTURE IS TOO LARGE AND ALSO THAT SITE HAS A VERY DIFFICULT TRAFFIC ENTRANCE.....AS YOU ALL REALIZE IT REALLY IS A ONE-WAY STREET SITUATION THERE AND TO HAVE A BUILDING THAT WILL INVOLVE SO MUCH IN AND OUTS IS TRULY DANGEROUS.

WE HAVE BEEN PROPERTY OWNERS IN OLD CDM AND CAMEO SHORES FOR 15 YEARS...FORMERLY 20 YEAR RESIDENTS OF LAGUNA BEACH. WE HAVE LONG BEEN AWARE OF THIS PIECE OF PROPERTY UNDER CONSIDERATION SINCE LONG AGO WHEN A FLEA MARKET. AT PRESENT OUR DOG'S GROOMER IS IN THAT BUILDING AND WE HAVE AN AWFUL TIME MAKING A "U" AT THE SIGNAL AND THEN GETTING IN THE PROPER LANE SO THAT WE CAN TURN INTO THE PARKING AREA THERE.

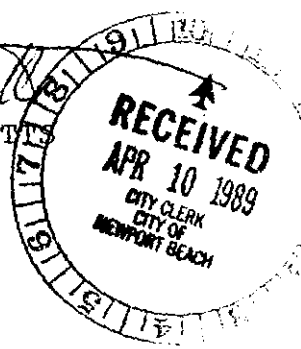
THERE'S BEEN MANY A TIME WE HAVE SEEN ACCIDENT EVIDENCE... BROKEN STANDARDS & LOTS OF GLASS AT THAT INTERSECTION. TO BUILD A FACILITY THAT MEANS MANY PRIVATE AUTOS AS WELL AS COMMERCIAL DELIVERIES AND MEDICAL VEHICLES IS JUST ASKING FOR AN INCREASED DANGER THERE.

IN KEEPING WITH THE IDEA OF SAFETY ON THE HIGHWAY AND ALSO TO KEEP FROM STARTING UP WITH LARGE BUILDINGS IN AN AREA WHERE THERE ARE LOTS OF VACANCIES IN COMMERCIAL ALREADY... ~~PLEASE DO NOT ALLOW A STRUCTURE OF THIS SIZE AND IMPACT ON OUR NEIGHBORHOOD.~~

BEST REGARDS,


WILLIAM W DOTTS


DARLENE J. DOTTS



CAROLYN L. HARLEY
4130 Shorecrest Lane
Corona del Mar, California 92625
(714) 640-1274

April 5, 1989

Mayor Don Strauss
and Members of the City Council
3300 Newport Avenue
Newport Beach, California 92663

Re: Emerald Associates Use Permit No. 3342

Dear Mayor and City Council Members:

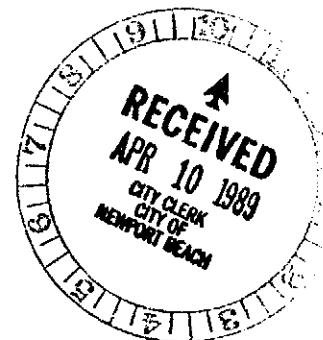
This letter is to inform you that, as a twelve year resident of Corona del Mar, ~~oppose~~ ~~against~~ ~~the~~ ~~proposed~~ development of property located at Hazel Drive and Pacific Coast Highway by Emerald Associates.

I feel that the proposed use of an elderly care facility on this property site is entirely too massive for the area and will destroy the small town atmosphere of our city. Additionally, I am concerned about the residents of this facility if, in fact, such a project were built. It is nearly impossible for an able-bodied person to cross busy Pacific Coast Highway in a cross-walk or at a signal. Imagine what could happen if an elderly person tried to do the same thing. The City is setting itself up for tremendous lawsuits.

Thank you for considering my concerns expressed in this letter. Please cast a "no" vote on any proposal connected with the Emerald Associates Use Permit.

Very truly yours,

Carolyn L. Harley
Carolyn L. Harley

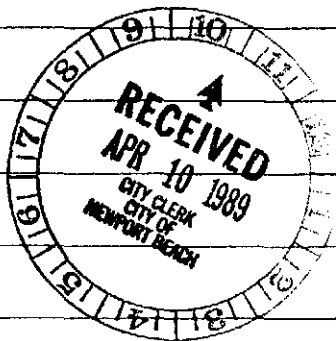


Wednesday, April 5, 1989

Dear City Council,

We have lived in CDM for three years. Drawn to this quaint area we are concerned over the idea of Emerald Corp. developers building a massive elderly care facility on PCH. We came to the City Council before in protest of their application and we understand that you are again considering this proposal. We feel that minimal changes have been made in the plan and we wish to join our neighbors ~~in protest~~ again to this proposal. It is completely out of keeping with the surrounding area and the village atmosphere of CDM. We have fears about safety, traffic, and parking concerns.

Please do not approve the Emerald proposal.



Sincerely,
Ed Louelle
Mary Louelle
316 Narcissus
CDM

MATTHEW A. FRINZI
409 Columbus Circle
Corona del Mar, California 92625
714/720-9255

Apr 4, 1989

Mayor Don Strauss and
Members of the City Council
3300 Newport Avenue
Newport Beach, CA 92663

Re: Emerald Associates Use Permit #3342

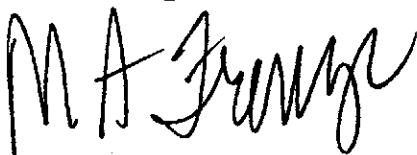
Ladies and Gentlemen:

I am writing to voice my displeasure with the Planning Commission's decision to approve Emerald Associates use permit No. 3342. I am not opposed to providing quality care for our elderly but I don't believe that the designated site in Corona del Mar is the best location for such a facility.

The development, while scaled down from earlier plans, is still massive for the site and completely out of keeping with the surrounding area and the village atmosphere of Corona del Mar. I have concerns regarding the project's impact on traffic, parking in the surrounding neighborhoods, and the overall safety of people that would live in the facility.

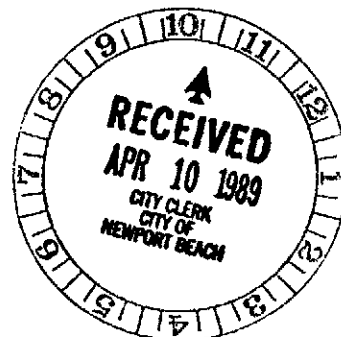
I strongly urge you all to reject this project and consider rezoning the area residential. This would allow for lower density development and lower heights that won't obstruct the views and the village atmosphere of Corona del Mar. Also, suggest that the City explore the possibility of turning this area into a park. I'd rather pay additional taxes for a recreation area than to have this proposed project ruin the neighborhood.

Sincerely,



Matthew A. Frinzi

MAF/jht



April 5, 1989

Mayor Don Strauss and
Members of the City Council
3300 Newport Avenue
Newport Beach, California 92663



Re: Emerald Associates Use Permit #3342

As residents of Old Corona del Mar, we wish to go on record as opposing the proposed Emerald Associates Elder Care facility project. We firmly believe, as many of our Corona del Mar neighbors do, that the construction and use of such a facility will violate the "village" atmosphere of Corona del Mar which the residents and the City of Newport Beach have preserved thus far. In addition, we believe that a substantial number of underlying assumptions of Emerald Associates, upon which the project plans are based, are totally false. These are as follows:

1. The building bulk and height is totally out of character and is incompatible with the surrounding residential Corona del Mar area; the room count has been minimally down sized with occupancy at similar levels to the previously proposed project, and the floor area ratio has been increased by 50 percent.
2. Planned parking for the facility of 44 spaces; coupled with the reduced age for occupancy is ridiculously insufficient, considering staff and visitors parking requirements. To assume the staff will use public transportation, which is virtually non-existent in Southern California, let alone Orange County, is ludicrous and totally false; the reduced occupancy age will increase the probability that some occupants will have automobiles. Corona del Mar cannot afford the additional parking problems and/or congestion that this facility will force onto its residential streets.
3. The location of the site so near to Pacific Coast Highway will be dangerous for ambulatory elderly occupants of the facility, its lack of greenbelt area will not offer adequate open areas to occupants, and the owners will not be able to control delivery and service vehicles traffic to the site or to prevent such vehicles from "taking shortcuts" through residential streets to avoid traffic problems on Pacific Coast Highway;

I believe that Corona del Mar would best be served by having this site rezoned for residential use and used for quality single family homes or for public use.

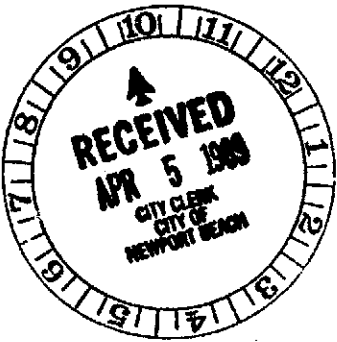
Therefore I urge you, as elected representatives of our city, to reject the above referenced Emerald Associates proposed and use permit and preserve our village of Corona del Mar. I request that this letter serve as a public document placed in testimony and public records as against such project.

Sincerely,

Thomas J. Pedersen
Traci L. Pedersen

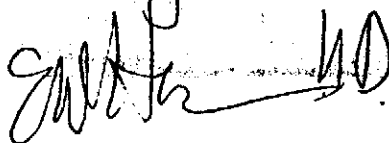
Thomas J. and Traci L. Pedersen
304 Narcissus Avenue
Corona del Mar, California 92625

Dear Sirs _____

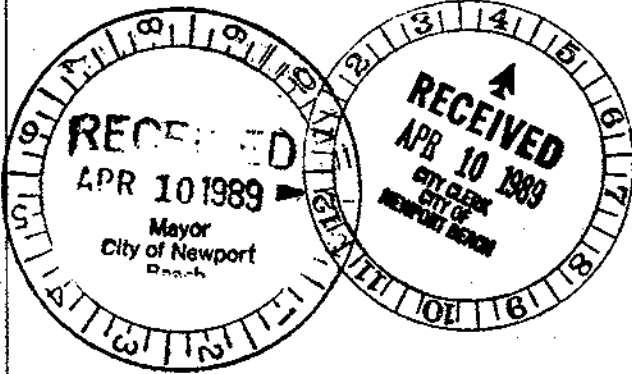


Please accept
this letter in order
to ~~the building and~~
~~put it~~

The area should
be rezoned R-1 as the
traffic nears the impossible
at present.

Sincerely


E. WILLIAM HAUSER, M. D.
614 ACACIA
CORONA DEL MAR, CA. 92625



H-6-89

MAYOR DON STRAUSS AND
MEMBERS OF THE CITY COUNCIL
3300 NEWPORT AVE.
NEWPORT BEACH, CA. 92663

RE: EMERALD ASSOC. USE
PERMIT # 3342

DEAR MAYOR,

AS A C.D.M. RESIDENT FOR THE PAST 18
YEARS I WOULD URGE YOU TO DISAPPROVE
USE PERMIT # 3342 FOR A NUMBER OF REASONS:

1. MASSIVE DEVELOPMENT IS OUT OF PLACE
WITH OLD-C.D.M.
2. TRAFFIC
3. ADEQUATE PARKING

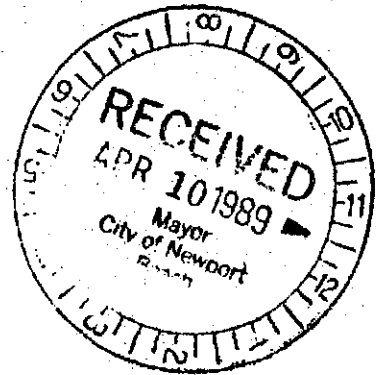
IF IT IS NECESSARY TO DEVELOPE, IT SEEMS
TO ME IT WOULD BE MORE COMPATIBLE AS R-1
ZONING - SINGLE FAMILY, TO THE SURROUNDING
HOMES.

THANK YOU FOR YOUR CONSIDERATION.
WE ARE OPPOSED TO USE PERMIT # 3342.

SINCERELY YOURS,

MICHAEL + SHARON MADZOFF
211 MARIGOLD
CORONA DEL MAR,

3 April 1989



Mayor Don Strauss
City Council Members
3300 Newport Ave.
Newport Beach, Cal. 92663

Dear Sirs;

I am writing to you concerning the Emerald Associates Elderly care project on PCH in Corona del Mar. As a 24 year resident of CDM I feel this project is not in the best interest of the property.

Traffic on PCH is horrendous enough without dense construction on this property. Our side streets are clogged daily by the employees and customers of the many small businesses in CDM. Can you imagine the parking congestion if all the construction workers parked her also? Grading and construction itself will, at times, block PCH. Remember how bad it can become when the pavement has collasped?!? Then what will the side streets be like when the employees and guests/residents start parking on them? Even though parking spaces are made available they are not always used.

I do not feel PCH is a safe enviornment for the elderly to living. Crossing OCH is a feate in itself. Also the elderly do tend to wander and get confused. PCH is confusing enough without having someone wandering onto it!

I am not against senior citizens. My parents fit into this catagory and I am not far behind. But I am certain there must be a much more secure and quiet piece of property the Emerald Associates can purchase to developy this project.

I realize this is a valuable piece of property but so is our town!

Thank you very much.

Sincerely yours,

A handwritten signature in cursive script that reads "Doris Stoughton".

Doris Stoughton
3708 Ocean Blvd.
Corona del Mar





DOCTORS & NURSES
MEDICAL MANAGEMENT, INC.

6 April 1989



MAYOR Don Strauss
Members of The City Council
3300 Newport Avenue
Newport Beach, CA 92663

RE: Emerald Associates Use Permit #3342

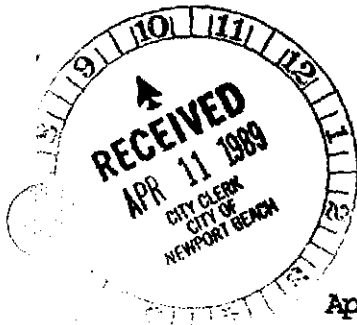
Dear Mayor and Members of the City Council,

Although Emerald Associates claims altruistic reasons for the construction of Senior Housing on PCH in Corona Del Mar, i.e. helping seniors by providing high-scale living for local senior residents, facts on this type of living (aka "assisted living) show it to be most often short-term and transitional--between an active life and a higher level of care or death. The costs would be prohibitive to most seniors, even those in CDM, and not all seniors want to pay out hard-earned savings or trade home-equity for this kind of care. In addition, occupancy rate is usually slow as the criteria base for potential residents is unique. I would venture to say the owner-builders would find this project in financial straits within two years at which time they could possibly turn this senior residence into another hotel--just with our community needs!!

Besides being a longtime resident of NB and CDM, I've worked with seniors in the Newport Harbor area for 15 years and this is not the kind of living they want--not much more than a high-class prison for its inmates. I certainly hope you really study all of the consequences of this issue before it comes before you on April 24, 1989. This project could be another local disaster--environmentally and socially....when are the people of this area going to stop being so greedy and self-serving? I believe you should consult a gerontologist or someone with expertise in the field of aging, so as not to condemn your elders to this lifestyle!!

Sincerely,

Elana Peters, M.A.
Director of Senior Services



April 6, 1989

Mayor Don Strauss
Members of the City Council
3300 Newport Ave.
Newport Beach, CA 92663

This letter is to record our opposition to the proposed Emerald Village at 3901 E. Coast Highway in Corona del Mar. Emerald Association Use Permit #3342. In spite of the proposed minimal reduction in size, we continue to believe that the project is not compatible with Corona del Mar for the following reasons.

1. Would increase the traffic overload in the area;
2. Would not have adequate offstreet parking;
3. Would be oversized for Corona del Mar;
4. Would not provide a smooth transition from commercial zoning to residential, single family housing.
5. Would set a precedent for other nearby parcels.
6. Would be out of character with the nearby residential community.

We support the opposition to this project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Fred & Linda Hart".

Fred & Linda Hart
432 Isabella Terrace
Corona del Mar



DOUGLAS K. AMMERMAN

April 6, 1989

Mayor Don Strauss and
Members of The City Council
3300 Newport Avenue
Newport Beach, California 92663

Re: Emerald Associates Use Permit #3342

Ladies & Gentlemen:

Approximately one year ago I wrote to you regarding serious concerns I had over the proposed development on Pacific Coast Highway and Hazel Drive in Corona del Mar. Unfortunately, it appears the Planning Commission has accepted the "revised" plans which continue to have all of the serious problems inherent to the prior proposal. It is my hope that the City Council can eliminate this potential problem once and for all at the next meeting scheduled for April 24.

Whether the room count of a congregate care facility is 98 or 85 or some lower number is not the point. The primary issue is that the subject site is an inappropriate location for a congregate care facility. The site would be very dangerous to service elderly due to the restricted ingress and egress. Given the existing intolerable traffic situation, the lives of high risk patients could be in jeopardy. Furthermore the facility itself will only compound the congestion problem.

It is my understanding that the developer has suggested that many of the residents would not have vehicles. This argument is easy to raise during a planning session meeting but less easy to substantiate at a later point in time. Additionally, many of the residents will have visitors, nurses, employees, and other service vehicles to support the approximate 100 residents and employees.

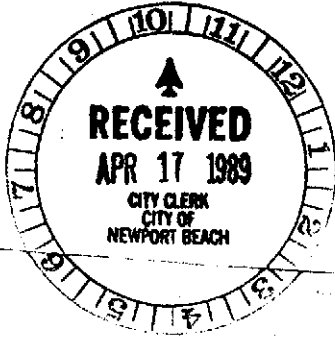
I strongly encourage you to soundly reject this proposal and discourage the property owners from continuously submitting additional "down scale" versions in the future which only serve to add to the intolerable congestion and density problems.

Very truly yours,

Douglas K. Ammerman

DKA:mlf/2272

650 TOWN CENTER DRIVE
COSTA MESA, CALIFORNIA 92626



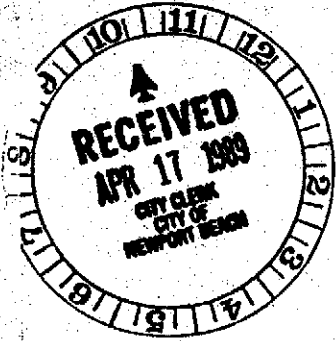
APRIL 17, 1989

RE: Emerald Associates Permit #3342

DEAR MR. MAYOR,

We wrote and opposed the previous plan. We have studied the new proposal and still oppose the project.

Edward Jarvis
M/M Edward P. JARVIS
345 Evening Canyon Road
Corona del Mar, 92625



APRIL 14, 1989

DEAR MAYOR STRAUSS
AND MEMBERS OF THE CITY COUNCIL

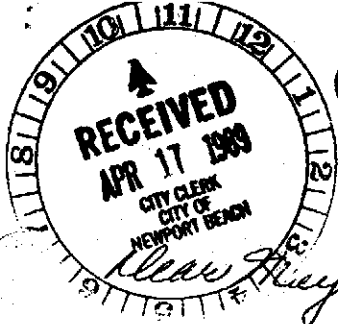
PLEASE RELAY TO THE EMERALD
ASSOCIATES THAT OUR CITY
DOES NOT SLUMBER!

PLEASE — WE DO NOT WANT
THEIR ELDERLY CARE PROJECT
TO GO THROUGH!

VERY SINCERELY,

Jan Bradstreet Auld

Jan Bradstreet Auld
2830 Bayview Drive
Corona del Mar, California 92625



April 13, 1989

Dear Mayor Strauss and Members of the City Council,

The Emerald Associates Clearly Care Project - Permit #3342 is of great concern to us. The development remains too massive for the site despite the proposed setbacks in the room count. It seems to us that cutting back from 98 to 85 rooms is not a great change and it remains oversized for the area. Why not build one in the Fashion Island area - away from busy Pt. H. and near shopping etc? Building a project of such a height and density would set a precedent for other development along the highway and soon we would be faced with a city out of control as has happened in Santa Monica. We moved from there years ago because of so many high-rise buildings changing the character of that once lovely city.

Please take into account the future of this city and its inhabitants. There are many of us who do not wish to live in another Santa Monica.

Most sincerely,

Gordon & Pat Marklee
500 Poppy Ave.
Carona del Mar

To: MAYOR Don Strauss and members of the City Council
Re: Emerald Association Use Permit # 3342

4-11-89

Dear Sirs:

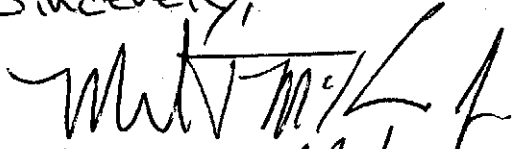
I am very concerned with the "New" plans submitted by Emerald for the construction of the elderly resident home.

I have lived in Corona del Mar all my life and I am concerned with the amount of commercial buildings that do not fit our beach community and the amount of foreign investment in the area.

This project in particular is way out of touch with the surrounding area and quaint village atmosphere of Corona del Mar. And a project this size would only create more traffic problems than we already have in our community.

Please keep the local citizens in mind when deciding on this project and do not let these plans go through!

Sincerely,


MARLIN McKEEVER JR.
332 EVENING CANYON
CORONA DEL MAR



Mayor Don Strauss -
Newport Beach

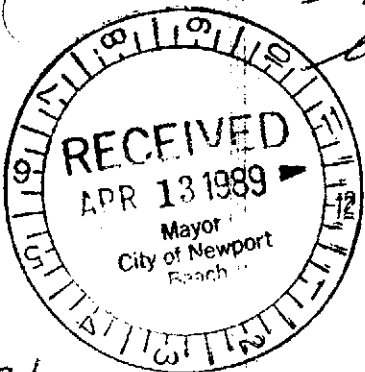
April 10, 1989

Ref: Emerald Permit # 3342

This request for change case home
in the residential area of old
Orona ~~is important~~ ~~is important~~ to
preserve values of prime
property.

Rebate value depend on
location, view, and residential
area. This home does effect
the property value of all
of us.

One would not buy a home
and then put a cheap print on it -
nor should homes have the
eyesore of any home of this
kind in a residential area -
its value would be effected
the same as our homes will
be



Mrs + Mr B L Bucy
592 Hazel Dr
CDN



3640 Fifth Avenue
Corona Del Mar, Ca. 92625
April 3, 1989

Hon. Mayor Don Strauss
Mayor Of Newport Beach
City Hall
3300 Newport Ave.
Newport Beach, Ca. 92663

Re: Emerald Associates Use Permit #3342

Dear Mayor Strauss,

This letter is to voice my disapproval of this project. I and my family have two properties in Corona Del Mar:

A. 3640 Fifth Avenue

B. 613 Poinsettia Street

and enjoy the present character of Corona Del Mar. We feel very strongly that this project should be rejected because of the increase noise, traffic and other hazardous effects to Corona Del Mar in general. I know you will take my letter into consideration. I thank you for your faithful service to the community an anticipation of your negative vote and support. I remain

Sincerely yours,

Charles F. Schultz, Jr.

Charles F Schultz Sr.

Eleanor D. Schultz

Charles F. Schultz Jr.
Charles F. Schultz Sr.
Eleanor D. Schultz

Thomas H. Boler

401 CORTEZ CIRCLE • CORONA DEL MAR, CA 92625 • (714) 760-9067

April 6, 1989

Mayor Ron Strauss
and members of the City Council
3300 Newport Ave
Newport Beach, Ca 92633

Re: Emerald Associates Use Permit # 3342

Dear Sirs:

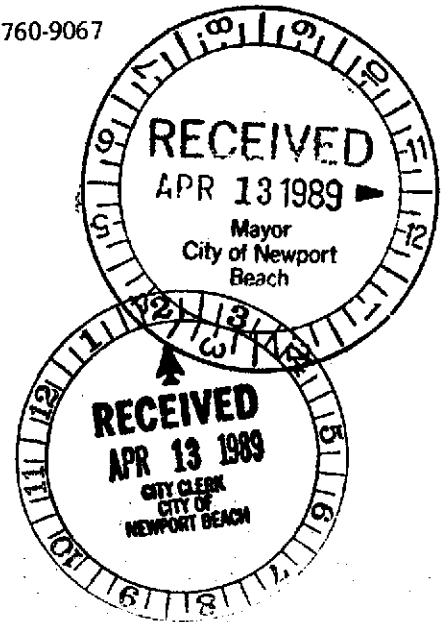
Emerald Associates is back with minimal changes in their plan. It is practically the same plan that that was turned down last July. True they have reduced the room count but the facility could still house 100 people.

The development remains massive for the site and is completely out of keeping with the surrounding area and the village atmosphere of CRIM.

The minimum age of the occupants has been lowered to 62 years. In my neighborhood 62 year olds have at least two cars. This new plan still does not adequately address the traffic safety and parking that will be generated at this location.

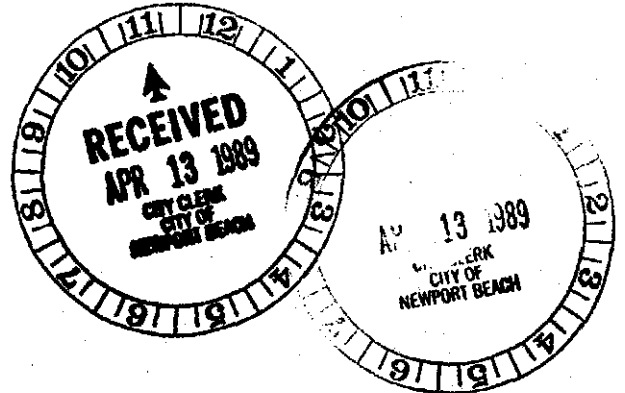
Very truly yours

Thomas H. Boler



436 Serra Drive
Corona del Mar, CA 92625
(714)721-9553

Mayor Don Strauss
and Members of the City Council
3300 Newport Ave.
Newport Beach, CA 92663



To Mayor Don Strauss and Members of the City Council:

This letter is to voice our views and encourage you to vote against approval of the Emerald Associates permit #3342.

We live in the area of the proposal project. This area already suffers from serious congestion problems. If you need verification of this please visit during the week from 7:15 - 8:00 a.m. and 4:30 -6:00 p.m. and all day on the weekends especially the spring and summer.

Corona del Mar is a village not a city! The senior condo project has already destroyed the ambiance of this area, and additional multi unit building will only cause further congestion, and destroy the village atmosphere of CDM.

Due to a prior commitment we will not be able to attend the April 24th meeting but would like to encourage you to vote against Emerald Associates proposal.

Regards,

Alan E. Shelton Tamara Grosvenor

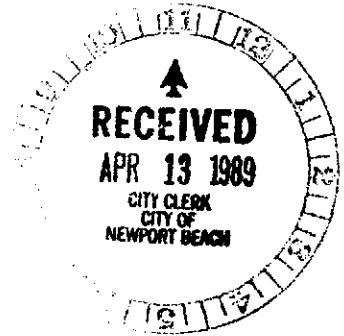
Alan E. Shelton
Tamara Grosvenor

11th April, 1989

510 1/2 Poinsettia Ave,
Corona del mar.
Ca. 92625.

To:

Mayor Don Strauss, members of the City Council,
3300 Newport Ave.,
Newport Beach.
Ca. 92663



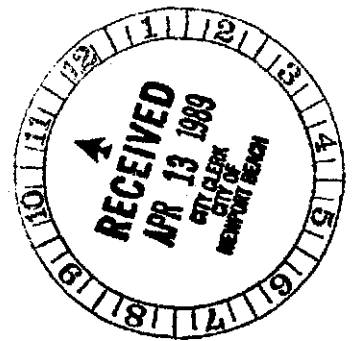
Dear Sirs,

Re: Emerald Associates Use Permit # 3342

We are adamantly opposed to any high-density construction which would spoil the village atmosphere of Corona del Mar. The traffic problems on the Coast Highway through our town are dangerous enough as it is and at the site where Emerald Associates want to build there are too many accidents now. Surely there are more peaceful and less dangerous sites for Emerald Associates to build a comfortable home for elderly citizens. The high-density impact would be enormous when one considers the number of staff needed to run such a concern as well as ambulance and other traffic in and out of the structure over and above the traffic created by approximately 100 residents on that small area.

Yours truly,
Richard B. Smith

April 11, 1989



Dear Mayor Don Strauss and the members of the City Council,

I am writing this letter to you regarding Emerald Associates Use Permit #3342 and why I am against it.

As a longtime 20 year resident of Corona del Mar I am very disappointed with the Planning Commission and their predictable okaying of the Emerald Associates "scaled down" Plan.

After reading over the recent and latest Massive PR packet they sent out to residents in the Hazel Drive area, it appears that they are reconstituting the same "bull" from their previous proposals to the Planning Commission and to the residents of Corona del Mar. They still have not addressed the Gridlock traffic on Coast Highway, the safety of the "residents of the facility" on Coast Highway or streets or even canvassing the city or the residents of Hazel Drive.

In looking over the Xerox plans and they have made minimal changes to the overall plan, The project is aesthetically unpleasing to our neighborhood, out of place, too big for the property, and unappropriate all around. In other words, a monstrosity.

In conclusion, I think that the property would be better put to use for single family homes and better preserve the ambience and beauty of Corona del Mar.

Sincerely yours,

William Neil

William Neil
300 Hazel Drive

Corona del Mar, CA.

703 Poinsettia Avenue
Corona del Mar, CA 92625

April 9, 1989

Mayor Don Strauss and Members of the City Council
3300 Newport Avenue
Newport Beach, CA 92663



Re: Emerald Associates Use Permit #3342

Dear Sirs:

I would like to go on record once again in opposition to the Use Permit for the elderly care project on PCH and Hazel Drive.

The project has great merits - IN ANOTHER LOCATION - but not in Corona del Mar!!!! The size of the project does not keep within the village atmosphere and the current traffic congestion cannot withhold more vehicles. Should an emergency take place during peak rush hours, it would not be possible for an ambulance to get in and out of traffic.

PLEASE do not let this Use Permit to pass!

Deborah Groshen

April 7, 1989



Mayor Don Strauss and
Members of the City Council
3300 Newport Avenue
Newport Beach, CA 92663

Re: Emerald Associates Use Permit #3342

Dear Mayor Strauss and Members:

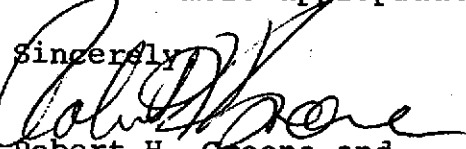
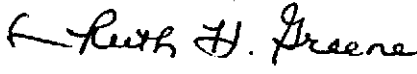
This is to advise you of our objection to the potential construction of an eighty-five room elderly care facility on Coast Highway in Corona del Mar.

We feel that the decision of the Planning Commission to approve such a structure was ill advised.

This small town hardly needs the additional traffic conjection that would result - or the possibility of traffic accidents involving the elderly residents.

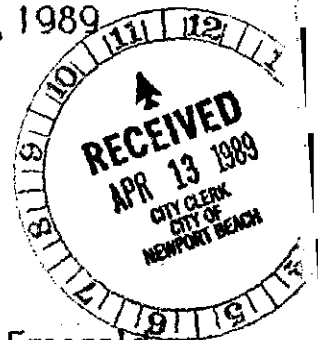
We request that you, the council members and Emerald Assoc. submit a more appropriate use of this land.

Sincerely,

 
Robert H. Greene and
Ruth H. Greene
4639 Orrington Road
Corona del Mar, CA 92625

Mayor Don Strauss
Members of the City Council
3300 Newport Ave.
Newport Beach, Ca. 92663

April 11, 1989



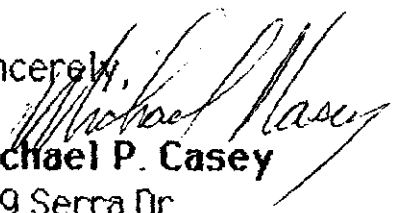
Re: Emerald Association Use Permit #3342

I am very concerned with the "NEW" plans submitted by Emerald for the construction of the 85 room 100 elderly resident home. With increased traffic problems on the Pacific Coast Highway a building of this size would create all the more congestion.

As a homeowner of Corona Highlands since 1978 I have seen too many commercial buildings built that do not fit in the community. With all the foreign money pouring into our beautiful community I think there should be some **control** on architectural standards and not allow **gaudy** foreign structures such as the proposed Emerald elderly home facility.

Please do not allow our community to be destroyed by these foreign investors who undoubtedly have some type of interest in this project; if Emerald builds, then what will stop Kirkwood and the Union Oil Station from turning into 50 or more condo units destroying the view and aesthetics of our unique community?

Sincerely,


Michael P. Casey

409 Serra Dr
Corona del Mar, Ca. 92625

Mayor Don Strauss
Members of the City Council
3300 Newport Ave.
Newport Beach, Ca. 92663

April 11, 1989



Re: Emerald Association Use Permit #3342

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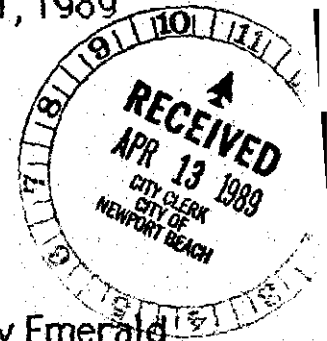
Sincerely,


Timothy P. Casey

409 Serra Dr
Corona del Mar, Ca. 92625

Mayor Don Strauss
Members of the City Council
3300 Newport Ave.
Newport Beach, Ca. 92663

April 11, 1989



Re: Emerald Association Use Permit #3342

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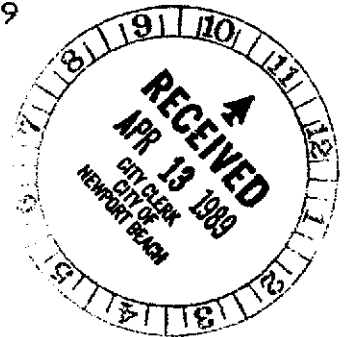
Please do not allow our community to be destroyed by these foreign investors who undoubtedly have some type of interest in this project; if Emerald builds, then what will stop Kirkwood and the Union Oil Station from turning into 50 or more condo units destroying the view and aesthetics of our unique community?

Sincerely,
Maureen D. Casey
Maureen D. Casey
409 Serra Dr
Corona del Mar, Ca. 92625

Robert D. Chickering
333 Milford Drive
Corona Del Mar, CA 92625

April 10, 1989

MAYOR Don Strauss and
Members of the City Council
3300 Newport Avenue
Newport Beach, CA 92663



RE: Emerald Associates Use Permit #3342

Dear Ladies and Gentlemen;

This is to advise you that we are opposed to the development of an old age home at the PCH location next to the Five Crowns.

We feel that the proposed Emerald Bay project would ruin one of Corona del Mar's most beautiful and natural views and would also cause additional parking and traffic congestion to an already overloaded traffic area.

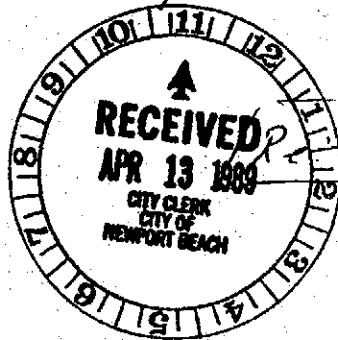
Please vote this project down.

Sincerely,


Robert and Carole Chickering

April 8, 1989

Mayor Don Strouse / Members of the City Council
3300 Newport Ave
Newport Beach, CA 92663



Dear Honorable Mayor:

I want to protect the Emerald Associates use of
of the property near Hazel and PCH. Traffic, noise,
and precedent setting sign are just some of the reasons.

I do want to add something that may not have
been considered. I hold a masters degree in Rehabilitation
and have worked with the following special populations:
geriatrics, mentally retarded, mentally ill, and corrections.
My first hand experience as a staff member is that
either Emerald Associates, or the firm they retained, have
significantly underestimated the amount of staff
required to support this project. In addition to
senior staff (finance, marketing, personnel, secretary, treasurer
etc) several shifts are required for 24 hour coverage.
You also have physical therapist, occupational therapists,
recreation director and a significant number of residence
counselors. Of course, there are cooks, janitors, grounds
keepers and orderlies. Still, we have not considered ^{anything from} part-timers,
volunteers, to doctors and nurses. Weekly staff meetings
of any size would double available parking. On this industry
overall 2 staff to 1 patient is not uncommon practice.
Sincerely,
Behav

WILLIAM D. DEMAYO
511 Hazel Drive
Corona del Mar, CA 92625

April 10, 1989



City Council
City of Newport Beach
3300 Newport Boulevard
Newport Beach, CA 92663

Dear Mayor Strauss and Members of the Council:

We wish to register our thoughts against the most recent revision of the proposed Emerald Associates project on the property on PCH and Hazel Drive in Corona del Mar.

First and foremost is the fact that this is still a massive structure and is totally out of keeping with the village atmosphere of Corona del Mar. This is a quality that has attracted so many of our residents. There is simply nothing like the proposed building anywhere in town. We particularly resent the idea that if this oversized building is allowed to be built, it will set a precedent for a succession of massive, projects--destroying the village we love.

We recall hearing debates at City Council meetings when a proposed massive condominium in place of the Fun Zone on the peninsula was considered. As you know, the decision was to preserve a special community character. This is all that we ask regarding the Emerald property.

As residents of this neighborhood for 20 years, we have watched the local traffic problems grow to serious proportions on the Coast Highway. This includes heavy use during peak hours, inadequate street parking, dangerous U-turns, and difficulty crossing Coast Highway intersections on foot. This leads us to the conclusion that the Emerald property should be returned to low density residential use. Two modest size residences currently under construction in the 500 block of Hazel Drive will go on the market for over \$900,000 each. There is no doubt that the Emerald property would be a profitable residential development.

We hope you will include our viewpoint in your deliberations on all of the facets of this drastic proposal to alter our community.

Sincerely yours,

William D. DeMayo Donna DeMayo
William D. DeMayo
Donna DeMayo

April 6, 1989

Mayor Don Strauss
3300 Newport Avenue
Newport Beach, CA 92663

Dear Mayor Strauss:

I am writing in regard to the plans that Emerald Associates have for their project on PCH and Hazel Drive. I want to join the many other citizens of Corona Del Mar who are totally against this project.

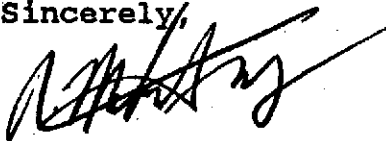
In my opinion everything possible must be done to preserve the village nature of Corona Del Mar. There is already enough traffic and congestion and we certainly do not need a project like this to add to this. Additionally, the proposed height and size of the building is not in keeping with the surrounding structures.

I find it difficult to understand how the planning commission can ignore the voice of the majority who clearly do not want this project. The only hope is that the City Council will listen to the citizens and overturn the commission's decision.

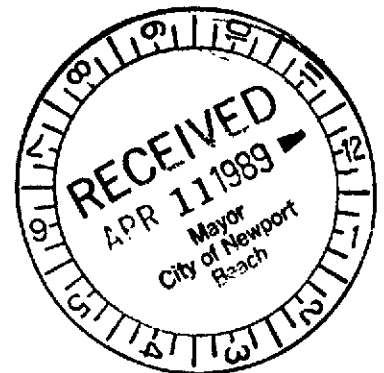
As for the potential use of the land, there seems to be plenty of people who still want to live in Corona Del Mar and are willing to pay the price. I'm certain that if the parcel was zoned for residential there would be at least one developer that would be interested in building homes there.

I hope that my voice will be heard and that this project will not be approved. Thank you.

Sincerely,



R. Michael Zilz
614 Narcissus
Corona Del Mar, CA 92625





Mr Lloyd E Morrison
218 Heliotrope Ave
Corona Del Mar CA
92625

4-7-89

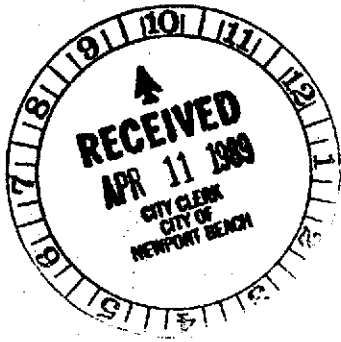
Mayor Don Straes
and City Council Members

Gentlemen and Ladies
How long must we (and you)
put up with this effort to
impose the Emerald Associates plan
on our residential community.

It should be stopped - permanently.
Yes I am approaching 92 which
makes me a Senior Citizen but
this is not a development to be
imposed on our area. I have
opposed it from the beginning and
support community efforts to
finally stop it.

Respectfully

Lloyd E. Morrison



4-8-89

DEAR MAYOR & CITY COUNCIL MEMBERS:

I AM WRITING THIS NOTE REGARDING
"EMERALD ASSOCIATES USE PERMIT #3342. AS A
CDM RESIDENCE, BOTH MY HUSBAND AND I ARE
VERY MUCH AGAINST HAVING A CARE FACILITY
ON PCH AND HAZEL DR. — THE TRAFFIC NOW
IS TERRIBLE AND THAT TIME OF OPERATION
CAN ONLY MAKE IT WORSE.

Charlotta Senkbank

415 Columbus Circle
Corona del Mar, CA 92625



Mayor Don Struass and
Members of the City Council
3300 Newport Avenue
Newport Beach, CA 92663

Re: EMERALD ASSOCIATION USE PERMIT NO. 3342

April 11, 1989

Gentlemen and Ladies:

As an owner of Corona del Mar property for the past 17 years I ask you, the Council members, not to approve this project. I am a senior citizen and do not think that this property would be the right choice so close to Pacific Coast Highway to house the elderly.

I would like to know how someone who was ill could possibly get to Hoag Hospital in an emergency during morning, evening and summer days, unless they were air-lifted.

Yours very truly,

Berta Farr

Berta Farr

April 17, 1989

Members of the City Council
3300 Newport Avenue
Newport Beach, CA. 92663

Re: The New Emerald Associates
Elderly care Project
Pacific Coast Hwy & Hazel
Corona del Mar, CA. 92625
Permit # 3342

Dear Members,

Am writing to object to the building of the above mentioned permit number 3342.

I am of the opinion that the location for an elderly care unit should not be located at Pacific Coast Highway & Hazel in Corona del Mar. Reasons being it would create more of a parking problem than we already have. My friends can't find a parking space now, what will it be like if this building is build?

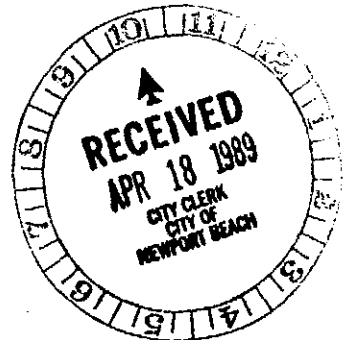
I am not against eldery care. I myself am a senior citizen, but this project is out of place on this site. The development remains massive for the site and completely out of keeping with the surrounding area.

It does not answer fears about safety nor adequately address traffic concerns to my satisfaction.

Rezoning the parcel to residential could result in lower density construction and lower the heights allowed.

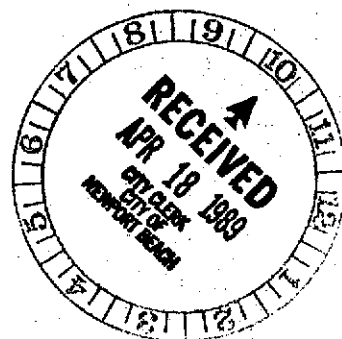
Yours truly,

Grace Diliberto
Grace Diliberto
328 Poppy Avenue
Corona del Mar, CA. 92625



17 April 1989

Mayor Don Strauss and Members
of the City Council
City of Newport Beach
3300 Newport Ave.
Newport Beach, Ca. 92663



Re: Emerald Associates Use Permit
Number 3342

Dear Mayor Strauss and Members of the City Council,

I am a twenty year resident of Shorecliffs and strongly oppose the Emerald Village Project for many of the reasons that have been previously voiced and put in writing to members of the City Planning Commission, mainly the anticipated traffic problem. There are times now that one has trouble getting from Shorecliffs to downtown Corona del Mar due to severe traffic congestion on Pacific Coast Highway in both directions. The Project will add additional traffic flow in and around Shorecliffs adding to the congestion.

In addition to the traffic problem, what will happen if, with the present health, age and care restrictions of the occupants, this Project is not financially profitable? Will the living restrictions be eased or the Project allowed to go into bankruptcy?

I feel this is a bad location for this type of facility.

Sincerely,

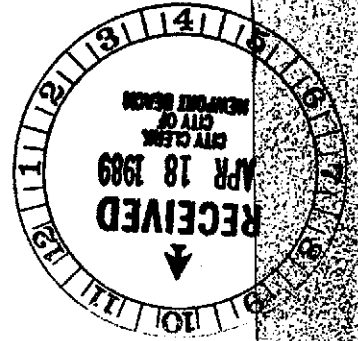
Wanna C. Conway
310 Driftwood Road
Corona del Mar, Ca. 92625

GEORGE V. KENT, M. D.
4627 GORHAM DRIVE
CORONA DEL MAR, CALIFORNIA 92625

10 April 89

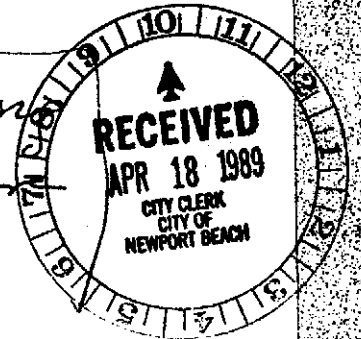
Corona del Mar
Residents Association :

I am against the
Personal Care Facility
Project because of :



①

Use of the building
should personal care
facility fail



②

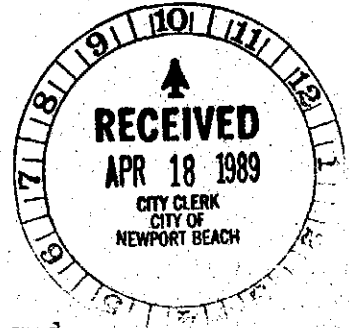
Employee parking

George Kent

RAMSEY C. ARMSTRONG
4601 Surrey Drive
Corona del Mar, CA 92625

April 14, 1989

Mr. Phil Sansone
Member of City Council
City of Newport Beach
c/o Corona del Mar Residents Assn.
Suite 179, P. O. Box 1500
Corona del Mar, CA 92625



Dear Councilman Sansone:

As a resident of Cameo Highlands, and member of the CDM Residents Association, I wish to object to the proposed personal care facility planned for the A. T. Leo property next to Five Crowns on P. C. H.

Both the proposed facility and the proposed use are fundamentally unsuited for that particular piece of property. We are trying far too hard to force-fit this proposal. Please reject the use permit. This land should be made into a small park, or let the owner build a small number (like 6) of condo residences.

Yours for preserving the remnants of what was Corona del Mar,

Ramsey C. Armstrong
Ramsey C. Armstrong



April 11, 1989

U.S. AGRI
Development Corp.
18831 Von Karmann
Suite 350
Irvine
California 92715
714-833-0425

Corona del Mar Residents Association
P.O. Box 1500
Corona del Mar, CA 92625

Dear Sirs:

I am strongly opposed to the A.T. Leo property being approved for a personal care facility because of traffic, traffic and more traffic.

1. I don't believe I know anyone age 62 that doesn't own a car. If only one half the occupants do, that number exceeds total available off street parking.
2. I don't believe even 20% of the employees will take the bus to and from work.
3. Ingress and egress only from Pacific Coast Highway for not only the delivery vehicles necessary to service 100 occupants plus employees, plus the relatively high incidence of emergency vehicles will create potentially major traffic problems even after Pelican Hills Road is open.

Very truly yours,

Eugene C. Pace
4521 Tremont Lane
Corona del Mar, CA 92625

ECP:td

Please Direct Reply To
 Executive Office

Magnolia Ave.
Riverside, CA 92503

Nursery
 P.O. Box 7635
Riverside, CA 92513

Zone I Farm Office
 2813 Hangar Way
Bakersfield, CA 93308

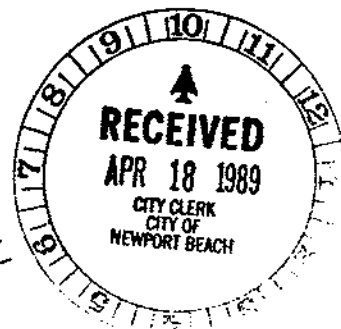
Zone II Farm Office
 926 Cortez Lane
Yuma, AZ 85364

4/8/89

We wish to go on record as oppositim to the locating this facility in this crowded Cd M area. Traffic problems, as one, is at maximum. That a good or healthy location for the elderly. No space for outdoor area for the wellness of this group.

Totally opposed -

Bob and Martha Baird
345 Camino Shous Rd
Cdm



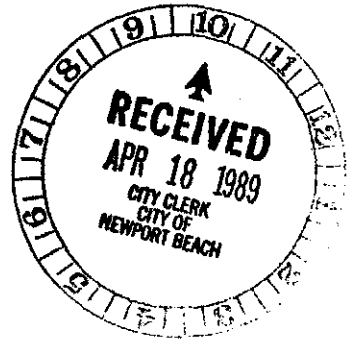
24 years local residency

on Ballot

No Mrs Carroll Hochschild

No. Crespo

April 5, 1989



Mayor Don Strauss and
Members of the City Council
3300 Newport Avenue
Newport Beach, California 92663

Re: Emerald Associates Use Permit #3342

As residents of Old Corona del Mar, we wish to go on record as opposing the proposed Emerald Associates Elder Care facility project. We firmly believe, as many of our Corona del Mar neighbors do, that the construction and use of such a facility will violate the "village" atmosphere of Corona del Mar which the residents and the City of Newport Beach have preserved thus far. In addition, we believe that a substantial number of underlying assumptions of Emerald Associates, upon which the project plans are based, are totally false. These are as follows:

1. The building bulk and height is totally out of character and is incompatible with the surrounding residential Corona del Mar area; the room count has been minimally down sized with occupancy at similar levels to the previously proposed project, and the floor area ratio has been increased by 50 percent.
2. Planned parking for the facility of 44 spaces; coupled with the reduced age for occupancy is ridiculously insufficient, considering staff and visitors parking requirements. To assume the staff will use public transportation, which is virtually non-existent in Southern California, let alone Orange County, is ludicrous and totally false; the reduced occupancy age will increase the probability that some occupants will have automobiles. Corona del Mar cannot afford the additional parking problems and/or congestion that this facility will force onto its residential streets.
3. The location of the site so near to Pacific Coast Highway will be dangerous for ambulatory elderly occupants of the facility, its lack of greenbelt area will not offer adequate open areas to occupants, and the owners will not be able to control delivery and service vehicles traffic to the site or to prevent such vehicles from "taking shortcuts" through residential streets to avoid traffic problems on Pacific Coast Highway;

I believe that Corona del Mar would best be served by having this site rezoned for residential use and used for quality single family homes or for public use.

Therefore I urge you, as elected representatives of our city, to reject the above referenced Emerald Associates proposed and use permit and preserve our village of Corona del Mar. I request that this letter serve as a public document placed in testimony and public records as against such project.

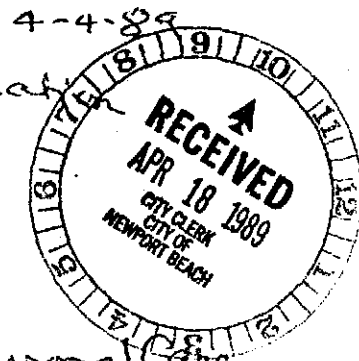
Sincerely,

Thomas J. + Traci L. Pedersen

Thomas J. and Traci L. Pedersen
304 Narcissus Avenue
Corona del Mar, California 92625

cc. Residents Assoc

MRS. GORDON P. LANG
3708 BLUE KEY
CORONA DEL MAR, CALIFORNIA 92625



Corona del Mar Residents Association
Suite 179 - P.O. Box 1500
Corona del Mar, CA, 92625

Dear Sirs:

I am against the Personal Care Facility on PCH, for the principal objections listed in your Feb.-Mar. '89 letter, but most strongly because any facility for any group that is not fully capable does not belong on PCH. That includes schools, the facility in question and even Senior Citizens Centers like The Oasis. People will try to cross the street. I have owned property in CDM since 1945, both on Pacific Drive and later on Blue Key and I can remember several very serious accidents to older people trying to cross PCH. Even to-day, I have seen them trying to cross against the red light, or just hold up their hands or a cane and go - at any crossing.

I am sure all concerned can look forward to lawsuits so without doubt, they are cognizant of the dangers,

Yours Truly,

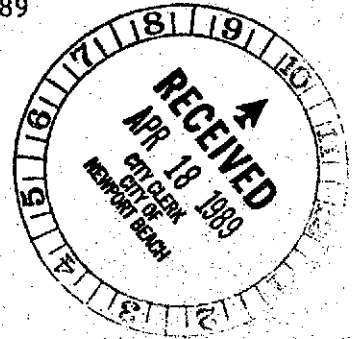
Althea P. Lang

P.S. I am 83 years old and not against Senior citizens - also would not stay in a facility on PCH, for the noise and auto emissions alone!

CPL

3320 Ocean Blvd.
Corona del Mar, Ca. 92625
April 5, 1989

Mayor Don Strauss and
Members of the City Council
3300 Newport Blvd.
Newport Beach, Ca. 92663



RE: Emerald Associates Use Permit #3342.

Dear Mayor Strauss and Members of the City Council:

How many times do the residents of Corona del Mar have to say NO to the Emerald Associates Permit #3342, Elderly Care Project at PCH and Hazel Drive, before you will honor our request??

It is obvious that this development is massive for the site and completely out of keeping with the surrounding arear of CDM. It will, undoubtedly, create more problems for PCH traffic, as well as unsafe crossing for the elderly residents of this project!

Please say NO to the Emerald Associates.

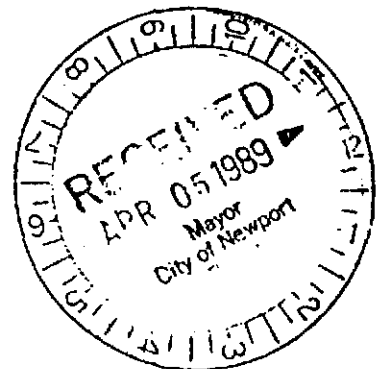
We desperately need more parks and this would be an ideal location for a park. More and more locals and their children are using the parks on Bayside Drive. However, since there are No Restrooms at these locations, I have witnessed many times parents helping their children urinate in the surrounding shrubs!

Sincerely,
(miss) Helen A. Anderson
Helen A. Anderson

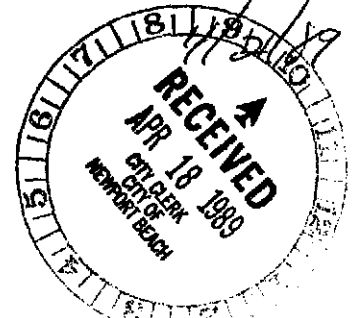
P.S. You should know that those "artistic benches" at Inspiration Point are extremely uncomfortable even for a few minutes! I am 5'7" and when I finally get myself so I can rest my back on the backrest my feet are off the gound! *Good only for sleeping over night!?*

Another service we need in CDM is more police. The litter, liquor and noise are becoming unbearable. We used to have a little peace and quite during the winter and spring months but not so any more! I know and you know that the City generates enough income to have more police officers.

Daily
cc Please route to Bob WYON
haa P SAUSOME + THANKS
DAS



CORONA DEL MAR RESIDENTS ASSOC
RE: EMERALD ASSOC. PROJECT
DEAR FELLOW MEMBERS



I AM WRITING THIS LETTER TO URGE
THE C.D.M RESIDENTS ASSOC. NOT TO SUPPORT
THIS PROJECT. THIS SITE IS NOT APPROPRIATE FOR
WHAT THE DEVELOPERS WANT TO USE IT FOR. IN MY
OPINION THIS JUST SEEMS LIKE, HOW CAN WE MAKE THE
MOST DOLLARS AND WHO CARES ABOUT ANYONE ELSE.
THE DEVELOPERS HAVE HIRED THEM A GREAT P.R. MAN
TO CONVINC EVERYONE IN TOWN THAT THIS IS
SOMETHING WE CAN'T LIVE WITHOUT AND SHOULD
HAVE HAD IN C.D.M. YEARS AGO. I HAVE BEEN
A SALES MANAGER IN THE AUTO BUSINESS FOR
THE PAST 15 YEARS, LET ME HAVE 1 HOUR WITH
EVERYONE IN C.D.M. AND I'LL CONVINC THEM
ALL THAT THEY SHOULD TRADE IN THEIR MERCEDES
FOR A TOYOTA PICK UP. THE BEST PART IS, THAT
IF THIS PROJECT IS APPROVED MOST OF THOSE
PEOPLE THEY HIRED WILL LEAVE C.D.M. AND GUESS
WHO'S STUCK WITH A 85 ROOM HOTEL? FIRST THIS
PROJECT, NOW THEY WANT TO BUILD 17 TO 23
CONDOS ON THE KIRKWOOD MOTEL SITE, WHAT'S
NEXT?

FRANK YOU

RON CENTRA
CORONA HIGHLANDS

722 Goldenrod
C.d. M -

Dear Mayor Strauss & members of City Council

I would like to add my name to the protesters on the subject outlined on the opposite side of this page - I'm not against the elderly care - far from it, but I am against that spot. There are nice areas

South of C.d. M where there would be more space & would not so greatly impact the immediate area -

Please help save the area for a park or at least nothing over two

Stories

Thanks Much -

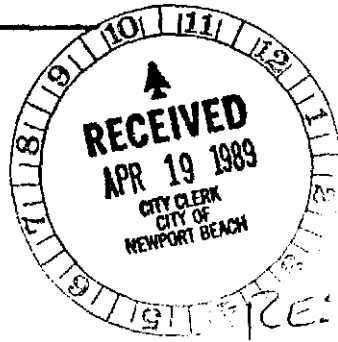
Mary Wiley



"RECEIVED AFTER AGENDA
PRINTED:" Del

NEWPORT

IMPORTS INC



4-17-89

CITY COUNCIL
NEWPORT BEACH

RE: EMERALD ASSOCIATION

DEAR COUNCIL MEMBER:

I would like to go on record as being totally against this project. This project is way out of line for the area as for its size and creates a safety hazard for elderly people so close to the coast highway.

As a resident of Corona Del Mar I implore you to not approve this project.

Respectfully,

Michael Romano
Corona Highlands

FROM: WITOLD M. JANAS

17 APRIL 89

TO: MAYOR DON STRAUSS
AND MEMBERS OF THE CITY COUNCIL
NEWPORT BEACH

RE: EMERALD ASSOCIATES USE PERMIT # 3342

GENTLEMEN!

THIS LETTER IS WRITTEN TO LET YOU KNOW THAT I STRONGLY OPPOSE THE EMERALD ASSOCIATES PROJECT ON PCH AND HAZEL DR.

IN ADDITION TO THE MANY WELL GROUNDED OBJECTIONS THAT YOU ARE VERY WELL AWARE OF - I WANT TO CLARIFY MY PERSONAL POSITION.

VERY FEW PEOPLE SEEM TO REALIZE THAT YOU HAVE TO DRIVE AS FAR NORTH AS CARMEL-MONTEREY AND AS FAR SOUTH AS LA JOLLA TO FIND A COASTAL AREA COMPARABLE TO THE BEAUTIFUL NEWPORT BEACH HARBOR AND CHARMING CORONA DEL MAR.

THEREFORE IT MAKES ME SAD AND ANGRY TO SEE HOW THE FEW REMAINING SEA SIDE AREAS ARE BEING SACRIFICED TO THE MASSIVE COMMERCIAL ENTERPRISES.

HOPING THAT THE CITY COUNCIL WILL OVERTURN THE PLANNING COMMISSION'S TENTATIVE



I REMAIN

Respectfully

Witold M. Janas

243 EVENING CANYON RD, CORONA DEL MAR, 9262



April 17, 1989

Mayor Don Strauss
3300 Newport Avenue
Newport Beach, CA. 92663

Re: The New Emerald Associates
Elderly care Project
Pacific Coast Hwy & Hazel
Corona del Mar, CA. 92625
Permit # 3342

Dear Mayor Strauss,

Am writing to object to the building of the above mentioned permit number 3342.

I am of the opinion that the location for an elderly care unit should not be located at Pacific Coast Highway & Hazel in Corona del Mar. Reasons being it would create more of a parking problem than we already have. My friends can't find a parking space now, what will it be like if this building is build?

I am not against elderly care. I myself am a senior citizen, but this project is out of place on this site. The development remains massive for the site and completely out of keeping with the surrounding area.

It does not answer fears about safety nor adequately address traffic concerns to my satisfaction.

Rezoning the parcel to residential could result in lower density construction and lower the heights allowed.

Yours truly,

Grace Diliberto

Grace Diliberto
328 Poppy Avenue
Corona del Mar, CA. 92625

April 15, 1989



4524 Roxbury Adl
Corona del Mar
CA 92625

Corona del Mar Residents Assoc.

P O Box 1500

Corona del Mar

CA 92625

re: Emerald Assoc Use Permit # 3342

Dear Sir,

I am most disturbed by the Planning Commission's approval of the Elderly Care project on PCH + Hazel Dr.

It is totally out of keeping with the surrounding area + the atmosphere of Corona del Mar. It is also too large a development for the property.

I would think that a park that all residents could enjoy would be a far wiser decision.

Sincerely,

April 19, 1989

Mayor Don Strauss and
Members of the City Council
3300 Newport Avenue
Newport Beach, California 92663

Dear Mayor and City Council Members:

We are writing in opposition to the Emerald Associates Use Permit #3342.

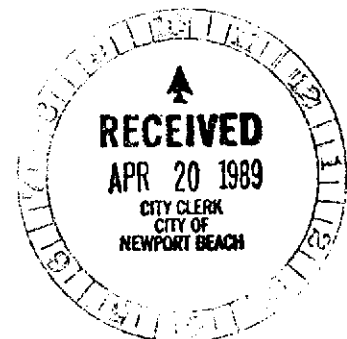
We still feel that the project is too massive for the particular site that Emerald Associates is planning it for which is Coast Highway and Poppy in Corona del Mar which at the present time is one of the busiest intersections in the city. This intersection would be even more dangerous if such a facility as projected were allowed to be approved for the site, especially with all of the growth to the south between Corona del Mar and Laguna which will bring in more masses of people and cars. As stated in a previous letter to the Mayor and Council Members, the projected project would set a precedent for future massive building at the Union Station and even the Kirkwood Motel sites. All of these sites are somewhat entryways to our community of Corona del Mar from the southern end of the town and to let massive unsafe projects out of keeping with the area be there downgrades the community rather than improving it.

What an inappropriate place for an elderly care facility -- Poppy and Coast Highway. Noisy and unsafe: a facility of this type should be inland, not on prime land on our beautiful coastline that is slowly disappearing. Why pack in more buildings in the area -- let's consider some openspace and park areas similar to what Laguna Beach has done so beautifully at their Main Beach strip. Let's lower the density of our city.

Sincerely,

Donald and Karen Cross

Donald and Karen Cross
525 Hazel Drive
Corona del Mar, Ca. 92625



April 18, 1989

Mayor Don Strauss and
Members of the City Council

Dear Mr. Strauss

As a resident of Cameo
Shores for 25 years, I am
opposed to Emerald Associates
Elderly Care Project on Pacific
Coast Highway & Hazel Drive.

There must be a better
plan for such valuable
property. Please reconsider
your vote & try to reserve
the village atmosphere of
Corona del Mar.

Very truly yours
Ellen Phillips
331 Cameo Shores Rd.
Corona del Mar



17 APR 1989

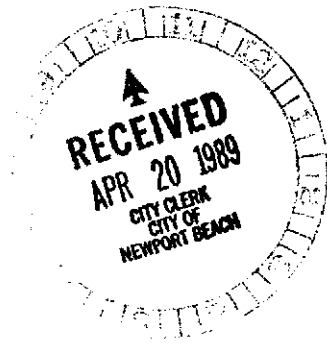
LADIES & GENTLEMEN:

EMERALD ASSOCIATES PERMIT 3342

I HAVE READ WHAT I CAN ABOUT THE THIRD
PROPOSAL FOR AN ELDERLY CARE PROJECT IN CDM
AT PACIFIC COAST HIGHWAY & HAZEL DRIVE, IT
IS THE SAME OLD THING - A LITTLE SMALLER -
TRUE - BUT I URGE YOU TO VOTE "NO" FOR
THIS PROJECT.

L. K. Hemker

L. K. HEMKER



April 20, 1989

"RECEIVED AFTER AGENDA
PRINTED:" D-1



Mayor Don Strauss & Members of the City Council
3300 Newport Blvd.
Newport Beach, Calif. 92663

Re: Emerald Associates Elderly Care Project on PCH & Hazel Dr.

We are strictly opposed to this or any massive unit on the property at Pacific Coast Highway and Hazel Drive in Corona Del Mar!!!! A building the size of this proposed unit will destroy the nice present village atmosphere of Corona Del Mar. This could also lead to overflow parking on Hazel Dr. and nearby streets by visitors and employees.

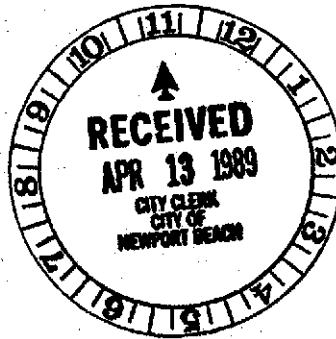
The elderly residents of this proposed building could wander out on Pacific Coast Highway, where there is so very much traffic, and be hit by a car and killed. Their family could sue Newport Beach for allowing a home for the elderly to be built on a dangerous location like this!!!!

We sincerely ask that you refuse to let this building or any other building of this size be built in Corona Del Mar, which will ruin the village atmosphere of this lovely town!!!!

Sincerely,

Bob + Marge M^{rs} Cutchen

Bob & Marge McCutchen
232 Hazel Dr.
Corona Del Mar, Ca



C. J. Wilson
4407 Camden
CDM, 92625



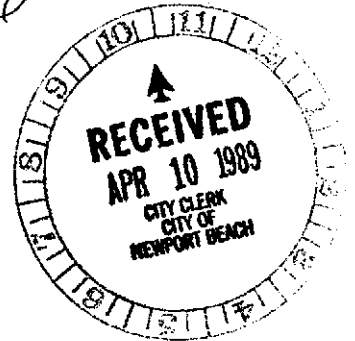
April 11, 1989

Dear Mayor and Members
Please void the
Emerald Associates Use
Permit # 3342. This will
only increase population
density in an already con-

gested area! Single family
homes or a park would
be much more attractive
alternatives.

Annette and Charles
Wilson

Mayor Don Steuss and City Council
3300 Newport Blvd.
Newport Beach, Ca. 92663



RE: Use Permit #3342

April 6 1989

Dear Mayor Steuss + Council Members,

~~I am opposed~~ to a structure for the elderly being built on this location at Hazel St. and Pacific Coast Hwy.

I do not feel it is a safe location for our elderly people to reside nor do they have grounds to walk in.

It will also, ruin the beauty and quaintness of our town. It will close-in the area and cause parking and traffic problems. We have enough problems already -
Let's stop it where we can -

Lets build this home in a
nice open space in our hills-

Thank you for considering
my request.

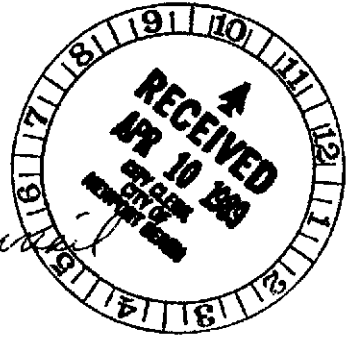
Sincerely,

Mrs. Ad Dean

503 Marguerite

Covina del Mar,

Calif 92625



Mayor Don Strauss & Members of City Council
3300 Newport Beach

Newport Beach, Calif. 92663

RE: Use Permit #3342

April 6-89

Dear Mayor Strauss and Council Members,

I am ~~strongly opposed~~ to a structure for the elderly being built on this location at Hazel and Pacific Coast Hwy -

It is not a safe or practical location for elderly people to live. I want to see them have grounds to walk in away from a dangerous, busy highway.

Also, a massive structure such as this will ruin the quaint beauty of our town. With so much building and congestion occurring now this will only add to it. We must stop this where we are able.

It seems there is plenty of open space in the hills here to build a lovely home for the elderly. I would love this as we are considering having our parents reside in one and would

RECEIVED
MAY 10 1988
FEDERAL BUREAU OF INVESTIGATION
U.S. DEPARTMENT OF JUSTICE

to have them near -

Please consider my request

Thank you -

Sincerely,

Mrs. Gring Dean
503 Marguerite
Corona del Mar
Calif. 92625



517 Poinsettia
Corona del Mar, CA 92625
April 9, 1989

Mr. Don Strauss, Mayor
Members of the City Council
Newport Beach, CA 92663

Re: Emerald Associates Use Permit #3342

Dear Sirs and Meadames,

I was shocked to hear that the Planning Commission had approved the Emerald Associates plan for an 85 room, multistory on PCH in Corona del Mar. I wish to register strong opposition to this plan and urge that the request be denied.

I have lived in Corona del Mar for a number of years and I am shocked at the idea of having such an obtrusive structure thrust up in the middle of our beautiful city. An every year the traffic and congestion grows worse on PCH. It is absolutely intolerable to place such an additional burden on the streets as proposed by this plan.

This site should be rezoned and at worse used for single unit family homes, at best turned into a parkway. The pressure of increased population grows - land

available for public used shrinks. We are ²
on a collision course for the future that will
destroy the quality of life we all hold
so dear here.

I appreciate your time in considering
my arguments. I urge you to deny
the Use Permit # 3342 submitted by Emerald
Associates.

Sincerely,

Stanley R. Winter

STANLEY R. WINTER

NEIGHBORS TO PRESERVE CORONA DEL MAR

April 9, 1989

Mayor Don Strauss & Councilpersons
Newport Beach City Council
3300 Newport Avenue
Newport Beach, CA 92663



Re: Emerald Associates Use Permit #3342

Dear Mayor Strauss:

For well over a year the residents within a mile or two of this projected building have been telling the city of Newport Beach that they have grave reservations about the use of this site for an elderly care facility and consider a building of this magnitude out of keeping with the atmosphere of Corona del Mar.

We have flooded City Hall with letters, we have met among ourselves many times, and we have been there at City Hall during every public meeting.

Now Emerald Associates is back with a new look, but with the same basic offerings. The project has been scaled down to 65 units (July '88 they withdrew their application at 98 units), and is still massive for the site and the community. It fails to answer fears about safety and does not adequately address traffic and parking concerns to our satisfaction.

We are not against elderly care. Most of us are long-time Corona del Mar residents and are quite cognizant of the problems of aging.

It is not a matter of whether Emerald Associates should build an elderly care facility. It is a question of them building it on this site at this magnitude.

None of us should have to accept whatever is offered for a so-called "problem site." This site is a problem for Emerald Associates because of their insistence on putting an inappropriate building on an inappropriate site. The land is valuable--surely other developers would happily build several luxury residences on this prime site.

Better still, this would be an ideal place for a pocket park--a window to the sea--a buffer between Corona del Mar and the vast building to take place down coast. Newport Beach owes it to itself and its proud residents to work with its communities to foster the ambience which brought us here to live.

Page 2.

Emerald Associates Use Permit #3342

Emerald Associates is right about one thing. Communities should be concerned about their elderly. This project, taken off an extremely hectic spot on Pacific Coast Highway and put on a quieter, safer, more expansive plot, would flourish and be welcomed by our community.

The bottom line must be--what is best for the community.

We, the Steering Committee of the Neighbors to Preserve Corona del Mar, speak for the many residents who have voiced their concerns and urge you to reject Use Permit #3342.

Respectfully yours,



Len Seltzer
Chair, Steering Committee

April 12, 1981

Mayor Don Strauss and members of
the City Council:



Subject - Emerald Associates - Permit
Pacific Coast Highway at Hazel.

We cannot believe that this project
was ever considered!

We have lived in Corona del Mar for
23 years and have watched the traffic
become impossible. We live on Ocean Blvd.
between Pappy and Poinsettia. The only
way for us to get across Pacific Coast
Highway is Pappy or Marquise (to get a
safe signal). During the summer months
we cannot use Marquise because of
cars bumper to bumper from the beach
tourists leaving the beaches. Therefore we
can only use the very narrow small Pappy
street to get across the busy highway.
When the Five Crown Restaurant is open
and usually is on the weekends and every
weekday afternoon, Pappy is very crowded
and truly dangerous. We have seen many
cars stop on Pappy to let passengers off
to go into the Five Crowns and when this
happens all the traffic on Pappy has to stop
and wait. These people walk across Pappy -

(not at the crosswalk) between the cars and moving traffic while moving toward the corner. We have seen many car doors open on people that are walking, jogging and mostly bike riders. We have actually seen many people bumped and hurt very badly.

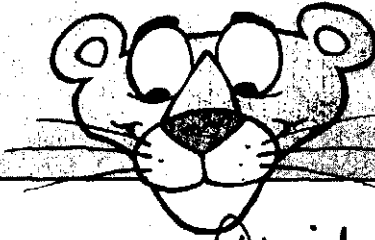
Pacific Coast Highway and Pappy is one of the most dangerous corners in Newport Beach because of so many people on foot.

Hazel (the next street over from Pappy) is a one way street toward the Ocean so all the people & friends from this elderly Institution would have to use Pappy to cross P.C. Highway which would create a very dangerous traffic situation.

We invite each and everyone of you to please come and use Pappy to cross Coast Highway on a weekend and/or especially in the summer, and you will see for yourself what we are trying to tell you.

There are many many other reasons why we would not like this permit to be passed, but this is the most serious because of the danger to people's lives.

68 Please listen to the people - ~~to not allow~~
~~the massive structure to be built at this site. It~~



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April 14, 1989

Dear Mr. Mayor + Councilmen,
Re: Emerald Assoc. Use
Permit # 3342

Has anyone considered the tenants living there. The majority of Con-velsant homes are usually near hospitals because of the speed needed to get a sick person to the hospital. A convalescent home in Corona del Mar would more than likely endanger the life of the tenant, especially if in the summer time when traffic is extremely dense or around 8:00 A.M. or 5:00 P.M. during the day.

My doctor did not live in Corona del Mar because of the access to the hospital.

I sincerely hope that the



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Members of the City Council
realize this. I could be a
tragedy if Emerald Associates
are allowed to build a con-
versant home in Corona del
Mar, a good 7 or 8 miles from
Hoag Hospital.

Sincerely,
Jan Stewart
601 LARKSPUR
CORONA DEL MAR



FRIDAY
APRIL 14, 1989

Mayor Don Strause and Members of
City Council:

My name is Mel Joseph Grandenette
and I live at 418 Hazel Dr.

I'm writing you this letter to
say I'm against EMERALD ASSOCIATE
USE PERMIT # 3342.

- 1) The building is still too BIG
and too TALL especially THE TALL
TURRET FOR THIS PROPERTY. CUT
DOWN THE HEIGHT
- 2) The traffic will get worse with
all the delivery trucks - trash
trucks, ambulances and the
delivery dock area is too small
for the building
- 3) Parking
This property will never have enough
parking. Please increase the

amount of parking. This will
not work. - employees working
there will not let somebody
park their car and what about
shifts changes - when will the
people coming to work park with
people already there. They will
not use the bus from Santa Ana
they will all drive. Then you
have people who come to visit
people there. It will be at
Zoo

DONT LET EMERALD ASSOCIATES
HAVE IT ALL THEIR WAY FOR PROFIT

NEED MORE PARKING

BUILDING TOO HIGH CUT TURRET DOWN

DELIVERY BAD

TRAFFIC - U TURN BAD

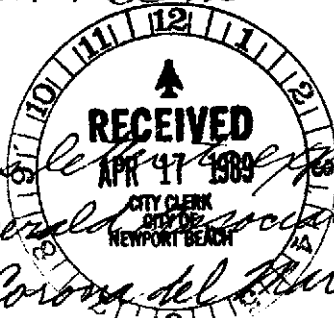
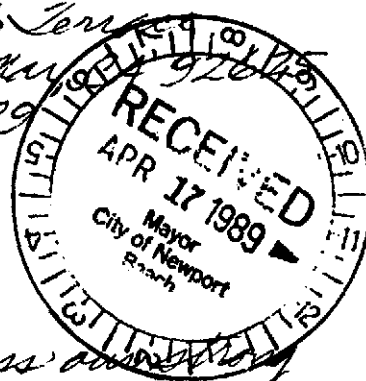
MEL JOSEPH GRANDINETTE
418 HAZEL DR
COLTON DEL MAR, CA
92625

VOTE THIS PROJECT DOWN

THANK YOU

Mel Joseph Grandinette

409 Abullo Terrace
Corona del Mar
April 12, 1989



Re: Emerald Associates Use Permit # 3342

Dear Son -

Marilyn and I are writing this letter to express our strong opposition to the proposed Emerald Associates Project. Having lived on Buck Lully in Corona del Mar for over 27 years, we feel that this project because of its location, size and height is entirely out of keeping with the village character of this community and poses adverse long term implications to the ecology of Buck Lully. We have no objection to an elderly care facility in a fitting location but the imposition of such a large scale facility in an already congested area of Coast Highway immediately adjacent to existing residential property will work a lasting hardship on the community.

Large, tall, relatively high density buildings are not compatible with the existing small commercial and residential structures that characterize Corona del Mar and give it a charm which residents and visitors alike appreciate. The precedent for large high commercial building established by this project, should it be approved, could ultimately destroy the whole ambience of Corona del Mar which is its most precious asset.

Another aspect of this project which is of concern to the community is the safety of the elderly residents of this community in such a high traffic area. This is already a very busy intersection on Coast Highway and the traffic will increase appreciably with the impending development of the coastal area between Corona del Mar and Laguna Beach. Traffic from the south approaches Corona del Mar at high speed and anyone venturing on to the highway in that area would be in mortal danger.

In previous hearings on the proposed project the residents of this community have repeatedly expressed their legitimate concerns and have demonstrated that they are overwhelmingly opposed to it. Yet the developers persist in trying to impose this incompatible facility on the existing community. This project should be located in an area of new development where it can be planned for a safe quiet location compatible with its purpose and surroundings.

To summarize, this project is ill conceived for the location proposed and the large number of Coronado del Mar residents who will be adversely and imminently affected are strongly opposed to it.

Cordially yours,
Jen Schindler
Marilyn Schindler

March 16, 1989

Mayor Don Strauss
Members of the City Council



Re: Emerald Associates Use Permit # 3342

As a resident of Corona del Mar for the past forty years, I have watched with misgiving and dismay the overdevelopment of each hill, each street — even each small lot.

As a home owner on Poppy Ave, I have endured the change of our once quiet residential street into a traffic by-pass of P.C.H.

As a nature-lover, I once walked the hills above my house enjoying quiet, bird-songs, small wild animals. That's gone forever.

Can't we call a halt somewhere? —

I resent bitterly the glossy P.P. brochure
mailed to me by Emerald Association.
As a senior citizen myself, I resent their
cover of "care-for-the-elderly."

Sincerely,

Marthella Randall

700 Poppy
Corona del Mar
California 92625
640-7684

17 April 1989

Mayor Don Strauss and
Members of the City Council
City of Newport Beach
3300 Newport Ave.
Newport Beach, Ca. 92663

11/20/89



Re: Emerald Associates Use Permit
Number 3342

Dear Mayor Strauss and Members of the City Council,

As a registered nurse and one that has been closely associated with the personal-care unit of an excellent and elegant life-care community, there are several things that concern me about the proposed Emerald Associates elderly care project.

1. It is inconceivable that 20 employees can give adequate care to the 80-100 future residents of the project. The quality of care that these persons have been used to and expect at this expensive "home" will not be there.
2. Safety of the patients as they take their daily walks is questionable. The very busy Coast Highway at their front door makes it extremely dangerous for these elderly persons. In addition, who is going to supervise these persons on their outings, for instance, if they decide to walk down to the beach? This age-level person does become disoriented and confused, particularly when placed into a new environment.

The personal-care unit I am familiar with has 59 single-bed rooms plus 5 single-beds in the Infirmary. It has approximately 30 employees on a daily basis for the personal care of the residents. There are also functions and services that are not performed by these 30 employees:

1. Personal Doctors making "home" calls.
2. Mobile Laboratory and x-ray units as ordered by the Doctors.
3. Two hairdressers, two days a week.
4. Two physiotherapists, five days a week.
5. Business office personnel.
6. Home maintenance personnel.
7. Transportation drivers and associated maintenance personnel.
8. Numerous delivery trucks for medical supplies, food, etc.
9. Ambulance.

10. Various religious personnel.
 - a) Weekly interfaith services.
 - b) Personal visits to residents.
11. Local elementary school groups that visit the home once or twice a week.
12. Frequent visits by relatives and friends.

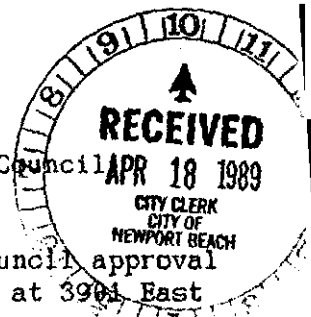
This list gives you an idea of the amount of traffic that a facility of this type will generate. Although public transportation stops at the front door of this life-care facility, only 10% of the kitchen help use it.

Yes, this type of facility is greatly needed in various communities but we must also be cognizant of the fact that the location and concerns for these elderly persons should be our first priority.

Sincerely,

Catalina T. Hull (Mrs. Robert H. Hull)

Catalina T. Hull
Shorecliffs Resident
315 Driftwood Road
Corona del Mar, Ca. 92625



TO: Mayor Strauss and Members of the Newport Beach City Council

The undersigned residents of old Corona Del Mar oppose Council approval of the proposed Emerald Associates personal care facility at 3901 East Pacific Coast Highway in Corona Del Mar.

The Land Use Element of the City General Plan indicates concern of the mass and bulk of building in the residential sections of old Corona Del Mar. We feel that this concern is equally applicable to the the property in question because of its close proximity to residential areas.

Additionally, we feel that the project is in direct violation of Policy F of the Land Use Element which states in part that "The City shall develop and maintain adequate * * * and development standards to insure that the beauty and charm of residential neighborhoods is maintained, that commercial projects * * * are compatible with surrounding land uses and consistent with the public health, safety and welfare".

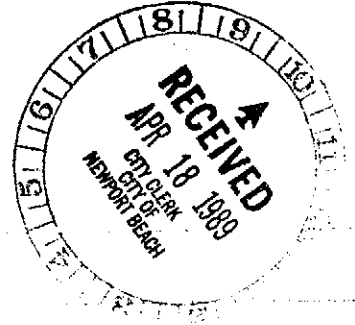
11

- | Name | ADDRESS |
|--------------------------|---|
| <i>Wanda Pedersen</i> | <i>304 Narcissus Avenue, Corona del Mar</i> |
| <i>Walt Pedersen</i> | <i>304 Narcissus, CDM, CA</i> |
| <i>Gary Martin</i> | <i>323 Narcissus CDM, CA 92625</i> |
| <i>Diane Davis</i> | <i>323 Narcissus Corona del Mar 92625</i> |
| <i>Margaret A. Soken</i> | <i>321 Narcissus, CDM, CA 92625</i> |
| <i>Clive J. Saffer</i> | <i>321 Narcissus, CDM CA 92625</i> |
| <i>Mary M. Kuehler</i> | <i>316 Narcissus CDM CA 92625</i> |
| <i>Bob Saffer</i> | <i>303 Narcissus CDM CA 92625</i> |
| <i>Nancy Saffer</i> | <i>301 Narcissus Ave CDM CA 92625</i> |
| <i>Joe Saffer</i> | <i>301 Narcissus CDM CA 92625</i> |
| <i>John Saffer</i> | <i>303 Narcissus CDM 92625</i> |

ADD'L HOMEOWNERS + RESIDENTS
AGAINST THIS PROJECT

①

BERTA FARR
MIKE ROMANO
MATT FRINZI
HENRY GRUMM
BRUCE MAJESKI
RANDY FARR
THERESA MITCHELL



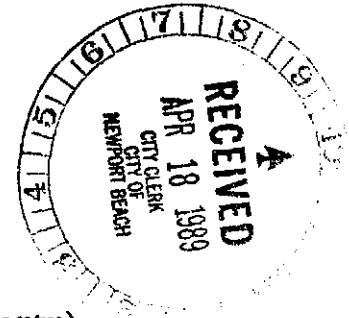
ALL COLUMBUS CIRCLE RESIDENTS

SHIPLEY A. BAYLESS
4549 BRIGHTON ROAD
CORONA DEL MAR, CALIFORNIA 92625
TELEPHONE 700-9008
AREA CODE 714

April 13, 1989

Hon. Philip Sansone
215 Marguerite Avenue
Corona del Mar, CA 92625

"No"



Re: Personal Care Facility (A. T. Leo's Property)

Dear Sir:

This procedure seems to follow the usual method of developers of hammering at council at periodic intervals, reducing their demands slightly each time until they finally wear them down and get ridiculous reductions of what council previously had set as proper and liveable limits within their master plan for the city. I refer here to a beginning by asking for a 50% (one-half) increase in the FAR from .50 as set in the present master plan to .75. Presumably, if this were not granted, they would not have enough room to proceed as planned by them.

As to traffic, council is, I hope, in favor of reduction of traffic jams. It seems that here would be one of the more likely spots for one in the city with all the cross traffic -- more now that Poppy is being used more and more to avoid Coast Highway congestion and in addition about 20 yards towards the project from Poppy there is one way Hazel Street with parking on the side leaving barely room for one car to pass. This whole of PCH traffic which is jammed several times a day is compressed into two lanes by a large island in the middle of the Highway. The only access to this fortress-like building (it gives that impression from its description) is from this road with cars turning off to enter and being jammed up at the access gates in the event too many cars and delivery vans are at the building entrance at one time.

The assumptions that residents of 62 years of age and older, as projected, will not use their cars and need to park cars nearby -- together with the dream that all employees will park elsewhere -- boggles the imagination. Can you imagine paying a rental like \$2,500 or \$3,000 a month to live in a building and have to wait for transport to take you to your car parked elsewhere because you can't have it at your home?

Providing for only 44 parking spaces for 100 persons (beds) and their visitors is completely inadequate.

The provision of moving 100 (it seems that council would have to consider the need to transport each tenant at any time if they so desire) people with vans and other transport, possibly at the same time, seems to be an outrageous assumption and one that would be impossible to accommodate without fleets of autos.

Hon. Philip Sansone

April 13, 1989
Page two

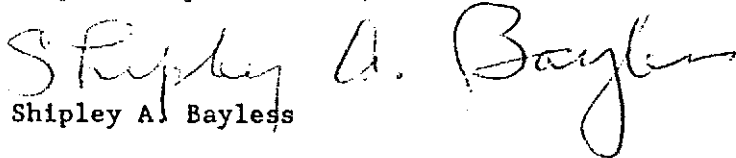
The deliveries to such a building with a dining room, laundry for 100 beds and other necessary items required to sustain such a building would not be an inconsiderable amount of traffic alone -- not to mention all the tenant traffic and that of visitors.

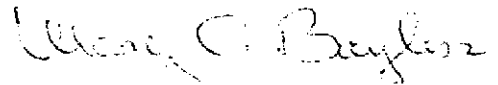
In short, if the members of council could stand outside Five Crowns for a short period during one of the rush hours they could easily see how impossible the matter would be -- and with all the extremely optimistic assumptions that have been made how very unworkable this project would probably be. Added to which the citizens passing by would have to see what could not help but look like a long low fortress-like building extending alongside the highway like a great wall. Then after it is built (which Heaven and Council forbid) and all the dreams punctured and assumptions failed of accomplishment what do we do with this monstrosity?

Please remember -- and a short drive will demonstrate -- that the streets of Corona del Mar are already almost completely parked at all times without these additional multitudinous cars from the project.

I love Corona del Mar and hope we don't see this building cluttering up the Highway. I assume building on the steep slopes in an earthquake zone has been considered too.

Respectfully submitted,


Shipley A. Bayless



SAB:tw



Dear Honorable Mayor & members of City Council:

Reference: Emerald Associates the Permit #3342

I shall be brief and to the point. I am 50 years of age and I would like to enjoy the next 50 years of life that I will have, here in the most God-blessed place on earth.

Specifically, I mean Corona Del Mar the charm, the quaintness, the safety, and of course the ocean, all enhance the existing lifestyle so many of us have worked and earned to enjoy this privilege.

However, I realize that older persons want to enjoy these same privileges, I wish everyone could, but, the truth is we must limit the amount of exposure to more congestion i.e. automobiles. Surface parking is horrendous anywhere & everywhere in Corona Del Mar. Thus, is it safe to assume that this proposed facility is in the best interest of the community and its inhabitants? OR, are you our elected

Cont#2

officials merely going to rubber stamp the planning commission's previous error of approving Emerald's latest plan?

"I realize that we live in a "Free Enterprise" System", and I thank God for this form of life, but there comes a time when we must look at the long-run and its effects on mankind's sanity. We don't need more congestion in this high density area of Corona Del Mar. The traffic on Coast Highway is getting worse, especially from MacArthur Blvd to Camel Shores.

Except for the motive of profit, why would anyone want to intensify an already poor situation i.e. traffic? Ladies and Gentlemen I leave you with this thought: what's more important, the health and welfare of this community's citizens OR the Almighty Dollar? i.e. profit, return on investment.

Sincerely,
Julian D. Galliano
710 Lakespur, CDM 92625

April 7, 1989



Rick & Sherry Stinehart
307 Poinsettia Avenue
Corona del Mar, CA 92625
714/675-1447

Mayor Don Strauss
Members of the City Council
3300 Newport Avenue
Newport Beach, CA 92663

Dear Mayor Strauss and City Council Members:

I am writing on behalf of my husband and myself regarding Emerald Associates Use Permit #3340.

~~We are strongly opposed~~ to the proposal to build a large elderly care facility at PCH and Hazel Drive for a number of reasons:

- 1) Perhaps most importantly, this development is too large for that site and totally out of keeping with the village atmosphere of Corona del Mar which is one of the things we most value regarding our neighborhood. Once a project such as this gets approval, you will have set a dangerous precedent for other vacant parcels on PCH.
- 2) The proposed project does not adequately address parking or traffic concerns at this busy location. For example, how will the number of ambulances which will probably be required for the population of an elderly care home get access to PCH going north?
- 3) What about the project's impact on the environmentally sensitive canyon below it?

We believe the parcel should be rezoned from commercial to residential which would restrict future attempts for inappropriate development.

Sincerely,

Sherry Stuehrt

1627 1/2 Cupp Lane
Corona Del Mar, Ca. 92625
April 16, 1989

"70"

Dear Mayor Strauss and City Council Members:

As President of a homeowners association in Corona Del Mar, a senior citizen leader in the city (member of the OASIS Board of Directors since 1978), and a Newport resident for the past 18 years, I respectfully request the following be considered by you in your decision on the Emerald Associates assisted care facility project for the elderly. (Use Permit 3342)

The proposed location is a very poor one for a concentration of high-risk seniors for many reasons. While I am certainly not against additional facilities for the elderly in the city, this site just does not meet the criteria needed to serve the elderly.

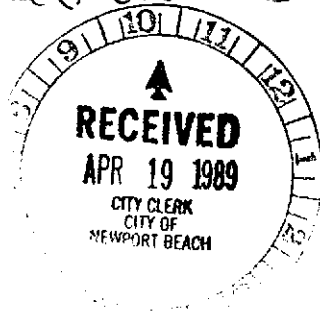
the facility is Once built and occupied, the number of paramedic and ambulance runs between the facility and Hoag Hospital can be expected to be high along the clogged PCH (and it will continue to be congested even after Pelican Hills Road is open). Can you picture the response time of emergency vehicles to a stroke or heart attack victim during morning and evening rush hours on PCH? You are going to have to decide whether a few minutes saved in resuscitation and medical treatment is worth less than the dollars in the pockets of the developers.

and landowners. It also seems possible ^{perhaps a} that city government might incur some future liability if it approves such a facility in such a location.

Also, I do not believe this facility will meet the needs of the majority of our city's senior citizens because of the ^(indicated) cost of the service and its range of amenities. Most Newport seniors cannot afford such monthly charges. We should be primarily concerned about our own elderly residents, I believe, rather than outsiders.

Most seniors I know who are able to get about and get outside like to breathe fresh air and view the green grass and flowers. There will be very little of this if they live at the Emerald Associates facility but they will have plenty of opportunity to breathe the traffic fumes of PCH right at their front door.

It is requested you send this proposal back to the Planning Commission without approval and with instructions to consider other uses of this land. Your assistance will be greatly appreciated in this matter.



Respectfully,
H. Ross Miller

re: Emerald Associates Permit #3342

Joan P. Lynch
230 Driftwood Road, Corona del Mar, California 92625

To: Mayor Don Strasser and
Members of the City Council:

It is difficult to understand why a proposal once presented and defeated can continue to "rear its ugly head" - except as the proposer hope to catch opponents asleep. How many more times can the Emerald Associates Project be brought forward - especially when so many are so unhappy about it?

This letter comes

representing the four voters
in our household who object
very strongly to the Emerald
Coastline Project: it is too
big, it will create too
much traffic, etc., etc. — you
know already the objections.

Please respond to keeping
our CDM bungalow ~~with~~ our
surrounding atmosphere.

Thank you.

Jane P. Lynch



April 16, 1989

The Honorable

Don Strauss, Mayor / Member of the City Council of Menlo Park, California

Dear Mayor Strauss and Members of the City Council:

Our meeting with respect to the Emerald Associates permit No. 3342. A great many of our

Corona Del Mar Members and I sincerely feel that the environmentalist of a Elderly care project in the center of our Highway in the center of a small town, is not in the best interest of the people of

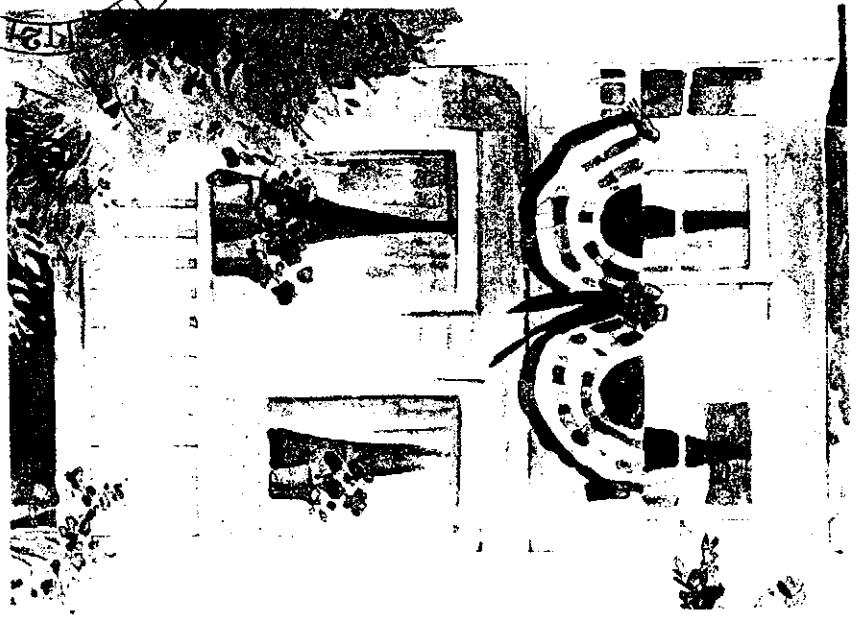
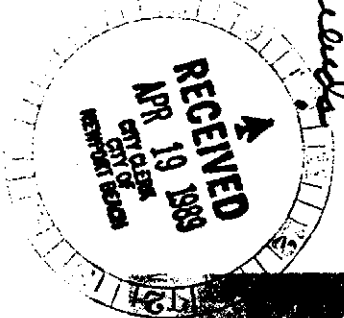
Corona Del Mar. Although we believe in retirement and health care homes for the elderly, 100% of you will support ~~the~~ construction of such projects, we feel that locating one might be a very very high way means of dealing with the vast number of those who will occupy these one in question. I wished to know Del Mar in 1967 and have enjoyed the one very much, except for the traffic. Sincerely hope the City Council will not approve such a facility at the proposed location. It is as if we located the value in Corona Del Mar

at Newport Beach, we would
look up the developer to the
west of our ability, but not
with Pacific Coast Highway.
I know you good morning
of our fine city council
will give our delatone
view of our (and fair),
consideration.
With every good wish.
Sincerely,
Gene Robens and friends

Col Gene A Robens
4721 Dorchester Rd
Corona Delmar CA
92625

Reserve Officers Association of the United States
Washington, DC

Original Air by Lori Estick



Mary Francis Norton
242 Poppy Ave.
Corona Del Mar, California 92625

Please, please, I beg of you!

Heed our plea!

No to Emergency Ass. Elderly
Care Project

No - No - No

Please, there is

space necessary for such a
massive impact on our
environment.

Please help preserve
Corona del Mar and choose
an alternate plan — this



one will have a horrific
impact both visually,
and physically. We cannot
absorb more traffic -
more parking - Please

vote

No

Thank you

Mary F. Norton

OAKLEY C. FROST
ATTORNEY AT LAW

CENTER TOWER
650 TOWN CENTER DRIVE
SUITE 850
COSTA MESA, CA 92626

(714) 556-7111

April 21, 1989



HAND DELIVERED

Mayor Don Strauss
and Members of the City Council
3300 Newport Boulevard
Newport Beach, CA 92663

Re: Emerald Associates Project
Use Permit No. 334

Dear Mayor Strauss and Council Members:

As long residents on Hazel in Corona del Mar, within one half block of the proposed Emerald Associates Project, my wife Caryl and I vigorously oppose the Project.

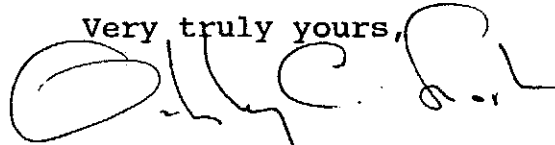
We find it hard to conceive of any location in or around Newport Beach which would be less suitable for the proposed use. As residents in the vicinity, we are well aware of the extremely heavy and dangerous traffic on PCH at this intersection, and have observed the many times that speeding vehicles have knocked down traffic light posts at the intersection of PCH and Poppy, just one very short block west of the Emerald Associates site. The thought of having a center for the care of ambulatory senior citizens at this very location terrifies us, and we think should terrify the City Council.

The proposed building is admittedly a single use structure, and is only being considered with its high density and practically non existent parking, on the assumption that it will be used throughout its existence to house ambulatory senior citizens without cars. If, for whatever reason, the dangers created by the very heavy and dangerous PCH traffic, financial problems, or any other reason, operation for this purpose becomes unfeasible, a true blight on the community will inevitably result. A "flop house" or extremely low cost housing without parking facilities, could hardly be avoided. The time to prevent that possibility is now, by disapproving this inappropriate and ill conceived structure before it is built.

Mayor Don Strauss
and Members of the City Council
April 21, 1989
Page 2

Surely a more appropriate site for this project can be found. We urge that if this project is not defeated once and for all at this site, it should at least be delayed or postponed, so as to allow the developer and other community-minded persons to work together to find a truly safe and appropriate location for what, in the right location, would be a very desirable addition to our community.

Very truly yours,

A handwritten signature in black ink, appearing to read "Oakley C. Frost". The signature is fluid and cursive, with a large initial "O" and a long, sweeping underline.

OAKLEY C. FROST

OCF:pf

bcc: Len Seltzer

MARGARET BEDELL STUDIO/GALLERY
700½ Carnation Avenue
Corona Del Mar, CA 92625
(714) 760-9100

4/20/89

Re Permit # 3342

Enrad Associates Use Permit

Mayor Don Strauss
Members of the City Council

Dear Mayor and Members:
I am opposed to this
project, no matter how it may be
altered. It is unsuitable for our
small city, already overloaded. The
traffic tie-up is already a
nightmare at that intersection.
The streets around it are already
too congested with traffic and cars.

RECEIVED
APR 21 1989
CITY CLERK
CITY OF
NEWPORT BEACH

parking. Noise is a problem too.
Adding all that concrete in the
Campus TSP is going to help.
How are the many service
trucks planning to turn around?
Where will they park? What
about the older people who will
visit, not to mention the ones
living there? Turning these loose
in an already impacted situation
will no doubt cause many
accidents. Those who live and
work in our fair city do not
want this out of place project.
It will ^{destroy} our town. All who
work here ^{in the school} join me in this sentiment.
Love, ⁱⁿ Margaret S. Bell.

MRS JOAN SHAW
430 POPPY
CORONA DEL MAR CA 92625



MS

4-18-89

RECEIVED
APR 21 1989
CITY CLERK
CITY OF
NEWPORT BEACH

Mayor Don Shoup

Members of Newport Beach City Council,

I am writing with regard to the Emerald Association Use Permit #3342

I am sure you already know the feelings of my neighbors and myself regarding this intended project. We have all written you before and here we go again.

Despite the changes made in the plans of the Emerald Development - and despite the obvious determination of the Planning Committee to pass this - twice - unconditionally, the citizens of Corona Del Mar still feel the same way we did last time we wrote -

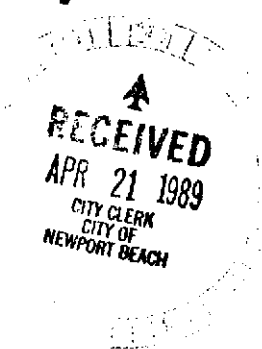
that this development is of commercial size and determination not at all suited to the site, or to the village atmosphere of Corona Del Mar.

As for me, I especially feel for the intended residents of this project, because in this situation they are either completely isolated by the threat of such a busy highway; or, should they feel adventuresome, by the almost-impossibility of trying to cross the highway - a feat we citizens of CDM find difficult and dangerous to do. There is the possibility of walking easily to the beach front, but if anyone wants to go shopping - again, they are isolated in this particular site.

I strongly urge your vetoing of this project. Thank you in anticipation
Jan Shaw

April 17, 1989

LEN SELTZER
519 Hazel Drive
Camarillo, CA 93625



Re: Emerald Associates Permit # 2342

Mayor Don Strauss + Members of The City Council

I urge you to defeat Emerald's bid to place 85 units at PCH and Hazel Drive.

The mass and height alone are reasons for tearing down this proposal. There are also uncalculated safety factors, parking problems and traffic fears at this particularly congested part of PCH.

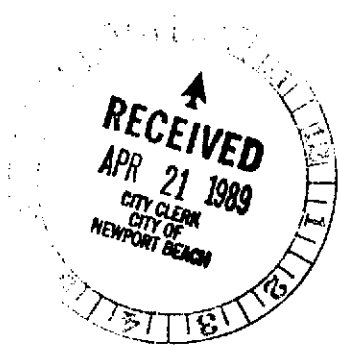
Suddenly the age limit has been dropped to 62. So much for a quiet resident population without automobiles.

And, who will maintain the many conditions attached to the place? And why 175 four when the general plan calls for 15 FAR?

A, and many of my neighbors, ask our city to reflect before it is too late. Is this really a purpose for this site at this mass? Will it impact our community? Can we preserve to some degree the ambience of Camarillo Mall?

Your help is vital. We love this city and want to assure that the reasons which brought us to this unique spot continued over the years.

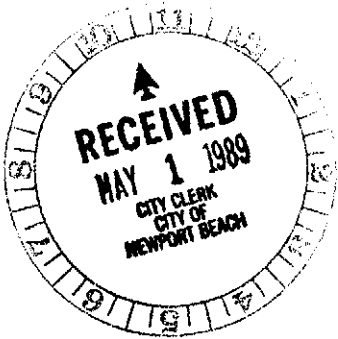
Sincerely
Len Seltzer





DOCTORS & NURSES
MEDICAL MANAGEMENT, INC.

26 April 1989



MAYOR Don Strauss
Members of the City Council
3300 Newport Avenue
Newport Beach, CA 92663

RE: Emerald Associates Use Permit #3342

Dear Mayor and Members of the City Council,

Since attending and speaking at Monday's meeting, I've given much thought to the Emerald Associates suggested proposal and its proponents. Only two opponents, myself and an RN, addressed the needs and concerns of potential elderly residents. Besides the points I addressed in my previous letter the following are also very important considerations:

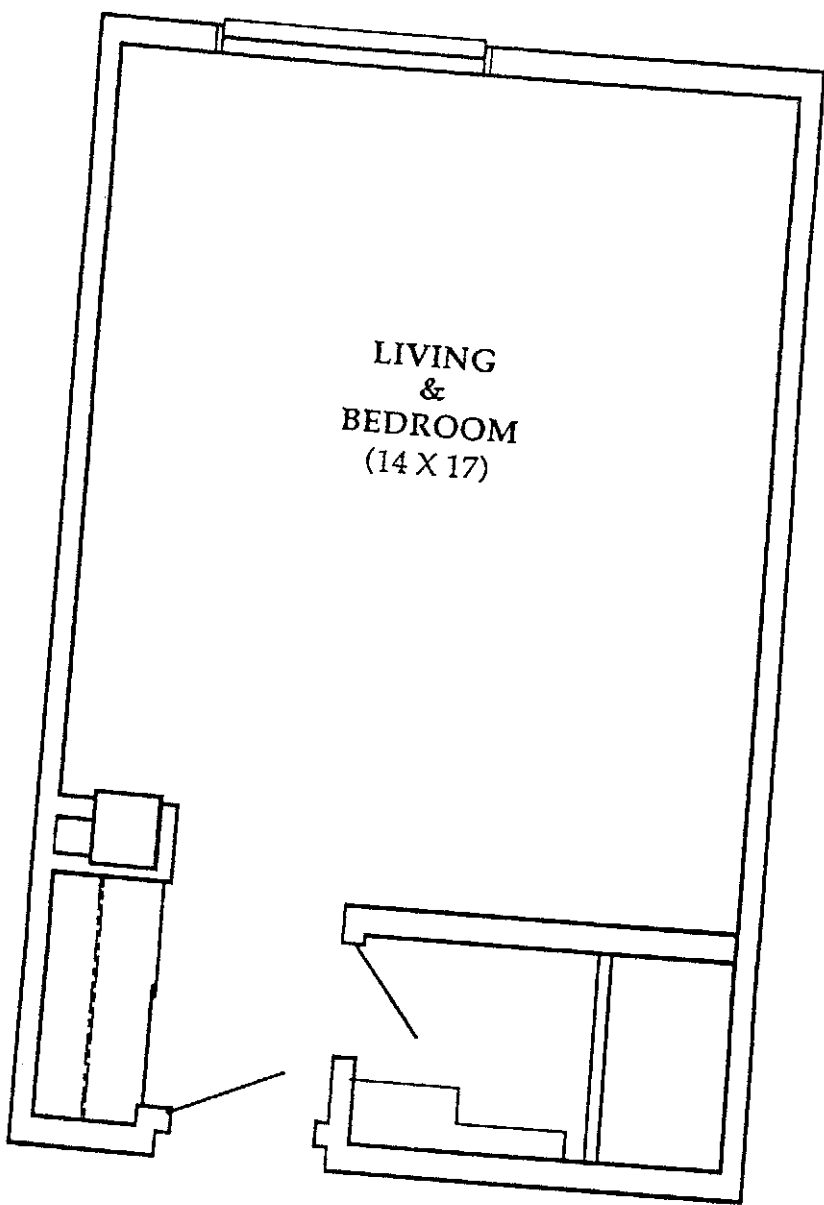
- \$3100+/month is an extremely high cost. I've enclosed a competitor's similar size unit with its price=\$1145. Although not providing ADLs, all other amenities are the same. Aides to help with ADLs receive wages of \$6-\$8/hour. Does this warrant a difference of almost \$2000/month?
- 360 sq.ft. of living space is extremely small. Do wealthy frail seniors want to give up precious antiques and memorabilia "to live" in such a cramped space?
- One staff person(aide) for 25 residents is not sufficient staff to assist at this level of care. Turnover among this level of staff is high as most are unskilled and do not speak fluent English, which is very, very uncomfortable for most Seniors. To operate at peak efficiency and please the affluent elderly residents want/demand extremely good and efficient service.
- Title 22 licensing requires 24-hour staffing with a CNA on staff 24 hours/day. If only one at the desk, when does he/she eat, go on breaks, do the laundry or handle any 911 emergency or CPR. How does a non-English aide handle 25 residents during a fire or other emergency? From the fourth or fifth floor?
- Active elderly do not/should not mix with frail elderly as this only reminds them of their own fraility and/or mortality!

When are you and our city's residents going to realize what an extremely poor location this is for this level of care. Looks to me and many others as if they're trying "to snow" all of us. This is not Senior Housing, it is CUSTODIAL CARE.

For the sake of your elders and your own consciences, PLEASE-- PLEASE deny them their Use Permit. If they must build let them put it near OASIS and out of the busy traffic pattern!!

Very Sincerely,
Elana Peters
Elana Peters, M.A.
Director of Senior Services

CHATEAU
SAN JUAN
RETIREMENT RESIDENCE



STUDIO
(APPROX. 330 SQ. FT.)
SCALE: 1/4" = 1 FT.

CHATEAU
SAN JUAN
RETIREMENT RESIDENCE

STUDIO
From \$1145

ONE BEDROOM
From \$1545

SUITE
From \$1695

TWO BEDROOM
From \$1795

SECOND PERSON
\$400 Additional

The above monthly rates include the following services:

- Three * Meals Daily
- Weekly Housekeeping
- Weekly Laundering of linens and personal items
- Scheduled transportation to shopping, church and medical appointments
- Social Activities
- All utilities except for personal telephone
- Staff on duty 24 hours a day

There is no investment, lease or last month's fee.
In order to move in, there is only a minimal administrative and cleaning fee.

For your convenience, there are optional services available at an additional cost.

Prices are subject to current rates upon moving in.

CHATEAU SAN JUAN
(714) 661-1220

* Phase II provides kitchenettes and two meals daily.

MEMORANDUM
PLANNING DEPARTMENT
CITY OF NEWPORT BEACH

June 19, 1992

TO: James D. Hewicker, Director
FROM: W. William Ward, Senior Planner
SUBJECT: Background Information and Permit History for the Emerald Associates Project at 3901 East Coast Highway (Use Permit No. 3342)

Owner of property shown on application:	Emerald Village Associates, Inc.
Applicant shown on application:	Same as Owner
Date of filing for Use Permit No. 3342:	February 13, 1989
Date of Planning Commission approval:	March 9, 1989
Date of City Council call-up:	March 27, 1989
Date of City Council approval:	May 22, 1989 (4 Ayes, 2 Noes, 1 Abstain)
Date of Coastal Permit approval:	September 14, 1989; amended on April 17, 1991
Date of Building/Grading Permit issuance:	May 15, 1991
Extension of Building/Grading Permits:	January 28, 1992 to February 15, 1992
Date Building/Grading Permits expired:	May 10, 1992
Date of issuance for grading restoration:	May 28, 1992

CITY OF NEWPORT BEACH

PLANNING DEPARTMENT

June 22, 1989

TO: File
FROM: Bill Ward
SUBJECT: Emerald Village

Project site area is less than that indicated in the May 22, 1989 City Council staff report.

Site Area is 64,773 sq.ft. rather than 66,773 sq.ft.

This results in 1,500 sq.ft. less gross floor area than previously indicated.

Applicant was notified of this information on June 22, 1989.



Bill Ward

Agenda
3901 E. Pacific Coast Highway
Corona del Mar, California
March 9, 1994

- I. Allowable Uses - Commercial, Office, Senior
 - a. Planned Community Regulations
 - b. Processing Timing
 - c. Coastal Commission/Local Coastal Plan
 - d. Political Reception
 - e. Public Reception

- II. Alternative Uses - Mixed Use, Residential
 - a. General Plan Amendment
 - b. Process and Timing
 - c. Coastal Commission/LCP
 - d. Political
 - e. Public

- III. Engineering/Utility Considerations

- IV. Items Needed/Request Copy of
 - a. General Plan
 - b. Zoning Code
 - c. Planned Community Regulations
 - d. Local Coastal Plan

MEMORANDUM
PLANNING DEPARTMENT
CITY OF NEWPORT BEACH

June 19, 1992

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CITY OF NEWPORT BEACH

P.O. BOX 1768, NEWPORT BEACH, CA 92659-1768

October 9, 1991

Mr. John Christensen
Emerald Village Associates, Inc.
4770 Campus Drive, Ste 100
Newport Beach, CA 92660

SUBJECT: 3901 East Coast Highway

Dear Mr. Christensen:

In the numerous telephone conversations with you, I have requested that you take immediate action to alleviate the dust problems arising from the large dirt pile at the above referenced address. Each time we talk, you assure me that you will take care of the problem. However, as of this date, you have not complied with my requests. Therefore, this situation must be resolved within seven days of the date of this letter, or I will direct City crews to cover the dirt with plastic and deduct the cost from the cleanup deposit that you paid when you obtained your building permit.

Also, during our conversations, you have stated that construction has been delayed due to engineering problems and over budgeting, and that revised structural drawings would be submitted shortly. As of this date, we have not received these revisions. Since your permit will expire on November 15, 1991, it is important that these changes are submitted in a timely manner and the work started. Should your permit expire, the site shall be returned to its original condition. An extension shall not be given due to the large number of citizen complaints, and the inaction on your part to complete the project.

If you have any questions or problems regarding this matter, please call me at (714) 644-3263.

Very truly yours,
BUILDING DEPARTMENT
Raimar W. Schuller, Director

By: *Don Hunsicker*
Don Hunsicker, Senior Building Inspector

DH:jf

c: Bill Todd
City Manager
Building Director
Chief Building Inspector
Fire Department
Planning Department

3300 Newport Boulevard, Newport Beach



CITY OF NEWPORT BEACH

P.O. BOX 1768, NEWPORT BEACH, CA 92659-1768

October 9, 1991

Mr. John Christensen
Emerald Village Associates, Inc.
4770 Campus Drive, Ste 100
Newport Beach, CA 92660

SUBJECT: 3901 East Coast Highway

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Very truly yours,
BUILDING DEPARTMENT
Raimar W. Schuller, Director

By: *Don Hunsicker*
Don Hunsicker, Senior Building Inspector

DH:jf
c: Bill Todd
City Manager
Building Director
Chief Building Inspector
Fire Department
Planning Department

3300 Newport Boulevard, Newport Beach

UP 3342



CITY OF NEWPORT BEACH

P.O. BOX 1768, NEWPORT BEACH, CA 92659-1768

November 7, 1991

Mr. John B. Heffernan
610 Newport Center Drive, Ste 700
Newport Beach, CA 92660

SUBJECT: 3901 East Coast Hwy (G-02527, B-20931)

Dear Mr. Heffernan:

I am in receipt of your letter of November 4, 1991. In reviewing its contents, I find that it does not encompass all the items we discussed, and therefore I am amending your letter as follows:

I concur with Item No. 1 in which you state that the owner will commence grading and soil excavation at the property on November 12th but no later than November 15th.

Item No. 2 seems to contain a little deviation from our discussion. It was my understanding that this grading will entail movement of approximately 30,000 cubic yards of soil, and it is anticipated to be completed in the 30 day period. It may be prolonged up to 60 days, depending on dump-site availability. I also do not recall that we talked about unforeseen detrimental underground soil conditions that may be encountered and prolong grading. However, I am amenable to granting justified extension based on my discretion.

I certainly disagree with Item No. 3 where it appears that if the owner adheres to the steps outlined, the city would guarantee that the permit remains valid and in full force and effect. There are many other reasons not mentioned that could invalidate the permit, and the City is, therefore, not in a position to guarantee permit validation. As we discussed the current permits will remain active provided Item #5 and #6 are complied with.

5. Immediately following the grading work, the foundation and retaining wall work shall be started and approved by the Building Inspector only after the redesign has been plan checked and approved by the Grading Engineer and the Plan Check Engineer.
6. It was agreed that the Building Department will collect on an hourly basis all city staff time spent on reviewing plans and approving the redesign of walls, foundations and caissons. Further agreement was reached that all of this recheck and approval will be completed prior to finalizing the grading work to ensure continuous work on the project. It will also be necessary to repay \$2,903.07 of the refundable construction site debris deposit which was used to pay for erosion proofing and dust proofing your dirt pile on the site.

3300 Newport Boulevard, Newport Beach

Mr. John B. Heffernan
November 7, 1991
Page Two

You have my assurance that the City will do whatever possible to assist you in keeping this project on time. We intend to expedite all plan reviews in order not to delay your client.

The City hopes that this additional information is acceptable to you and your client. Should any of the items be unclear, please contact me at (714) 644-3282.

Very truly yours,
BUILDING DEPARTMENT



Raimar W. Schuller
Director

RWS:jf

April 12, 1991

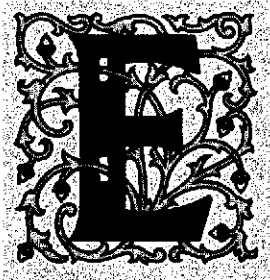
Ms. Genia Garcia, Assistant Planner
City of Newport Beach Planning Department
3300 Newport Boulevard
Newport Beach, CA 92659

re: SummerHouse Use Permit #3342 Conditions / PC #895-90

Dear Genia ,

This letter outlines and catalogs the steps taken to fulfill each of the 58 conditions of approval required by the above-referenced Use Permit. Many of these requirements are fulfilled by the architectural, mechanical, plumbing, electrical, structural, civil and landscaping plans dated August 23, 1990 which have been previously submitted to the City for Plan Check and have received approvals as noted herein. These shall be referred to as 'the Plans' herein.

1. Substantial Conformance: The above-referenced Plans have been presented for your review. We believe these to be in substantial conformance with our May 22, 1989 plans.
2. Hydrology Study: This study has been incorporated into the Civil Engineering plans by the civil engineer and the plumbing plans by the mechanical engineer. The signature of the Public Works Department on the Plans is evidence of the required approval.
3. Public Improvements: The signature of the Public Works Department on the Plans is evidence of the required approval.
4. Surety Agreement: The processing for the surety agreement is being handled by the Public Works Department . They will not allow us to commence without completing this agreement.
5. Vehicular Circulation: The Plans fulfill these requirements as evidenced by the approval of the City's Traffic Engineer.
6. Access Ramp: Included in Plans as approved in Condition 3.
7. Encroachment Permit: A Cal-Trans Encroachment Permit is only valid for 30 days, so we do not want to pull this permit for a number of months. Evidence of our application and payment of fee is enclosed.
8. Sight distance: Completed per Condition 5
9. Sewer Facilities: Service letter from Public Works attached herein.



EMERALD VILLAGE
ASSOCIATES, INC.
4770 CAMPUS DRIVE
SUITE 100
NEWPORT BEACH
CA 92660
TEL. (714) 476-0880
FAX. (714) 851-1918

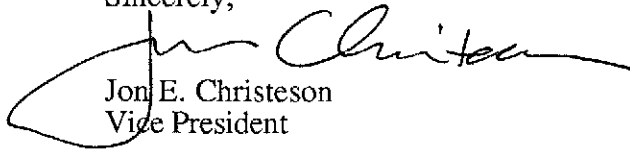
10. Sanitation Fees: All fees will be paid simultaneously with the pulling of Building Permits.
11. Off-street Parking: Plans contain compliance requirements set forth in the Use Permit. Traffic signature is evidence of approval.
12. Construction: Building Department will follow approval of the Planning Department.
13. through 19. Fire Access: The signature of the Fire Department on the Plans is evidence of the required approval.
20. Planter Height. Included in the Plans. Evidenced by Planning Department review and signature.
21. Valet Parking: This is an operating condition covered by the Letter of Compliance, attached herein.
22. Employee Parking: This is an operating condition covered by the Letter of Compliance, enclosed herein.
23. Equipment and Trash Screen: Included in the Plans. Evidenced by Planning Department Review and signature.
24. Signs: No signage is included in the Plans. The signage will be developed and submitted separately at a later date.
25. Landscaping: Landscaping drawings have been submitted and approved by Public Works, as evidenced by signature on the Landscape Plans.
26. Landscape Plans: The Plans submitted contain the required landscaping plans.
27. Landscape Plan: The signature of the Public Works or Building Department on the Plans is evidence of the required approval.
28. Lighting System: The submitted Plans include the required lighting plan, signed by an electrical engineer. The letter required of the engineer is enclosed herein.
29. Grading Permit: A grading permit has been applied for. A copy of our application is enclosed, and a permit will be pulled upon receipt of Planning Department approval.
30. Drainage Plan: The Grading Plan as submitted and approved includes temporary and permanent drainage and siltation plans.

31. Haul Routes: The subcontractor will submit haul routes and other maintenance plan items upon pulling the permit, as is customary.
32. Erosion Control Plan: See #30. A copy of this plan has been forwarded to the CRWQCB as evidenced by the transmittal copy enclosed.
33. Runoff Control: The hydrology study included with the Civil Engineering Plans includes this data.
34. Grading Plans: Soils and Geological Reports have been submitted. A letter from the Soils Engineer evidencing compliance with recommendations is enclosed.
35. Rooftop Equipment: A letter is enclosed from the mechanical engineer evidencing compliance with this requirement.
36. Sound Attenuation: A complete accoustical evaluation has been prepared and submitted with the Plans. The requirements of the report have been noted on the plans for the affected units. Compliance with the pre-occupancy portion of this requirement is noted in the Letter of Compliance.
37. Construction Fence: See Letter of Compliance. A construction fencing plan will be prepared and a separate permit sought at the appropriate time.
38. Traffic Control Plan: See Letter of Compliance. A plan is being prepared by the General Contractor and will be submitted to Public Works Department prior to construction.
39. Handicapped Parking. See Letter of Compliance. Signature of Traffic is evidence of plan compliance and approval.
40. Inspection Fees: These fees must be paid at the time we pull the permit.
41. to 45. See Letter of Compliance.
46. Deed Restriction:
The deed restriction has been approved by the City Attorney and recorded as evidenced by the conformed copy enclosed herein.
47. Coastal Commission: The Letter of Permit Effectiveness has been sent directly to you by the Coastal Commission.
48. Future Conditions: See Letter of Compliance.
49. Facility Operation: See Letter of Compliance.

50. Tree Height: See Letter of Compliance.
51. Bus Service: See Letter of Compliance.
52. Garden Construction: A letter from the Structural Engineer evidencing compliance is enclosed.
53. Parking Survey: See Letter of Compliance.
54. Public Lookout: The signature of the Public Works Department is evidence of the required approval. The surety agreement being handled by the Public Works Department will also cover this work. They will not allow us to pull permits without completing this agreement.
55. Vegetation Maintenance: This is included in the Landscape Plan. Approval is evidenced by the signature of the Fire Department..
56. Construction Parking: A letter from The Five Crowns allowing construction period parking is enclosed.
57. Sidewalk Improvements: See #54.
58. Traffic Signal: Cal trans has no interest in a traffic signal at this time. They also don't seem to have any interest in writing me a letter to this effect. Please call Tony Liudzius at the Santa Ana Cal-Trans Engineering Department at 724-2183 for confirmation.

We trust that this body of information will be satisfactory to the Planning Department and enable them to stamp and sign our plans as approved. With this approval we will be released to complete the surety agreements and pay the fees required to begin pulling our grading and building permits. Thank you very much for your continued assistance with this process.

Sincerely,



Jon E. Christeson
Vice President

encl.

E M E R A L D A S S O C I A T E S

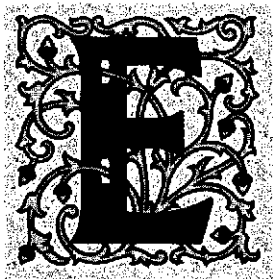
October 1, 1990

Ms. Genia Kaznocha, Assistant Planner
City of Newport Beach Planning Department
3300 Newport Boulevard
Newport Beach, CA 92659

re: Conditional Use Permit Requirements for SummerHouse
CUP #: 3342
PC#: 895-90

Dear Genia ,

This letter is to serve as our "Letter of Compliance" for the above-referenced Use Permit. We herein reiterate our commitment to comply with all the conditions of the permit, including those which control future operations. These conditions, which cannot be fully implemented at this time, include the following:



21. Valet Parking Requirement
22. On-site Employee Parking
36. Sound Attenuation and Certification
37. Construction Fencing
38. Traffic Control Plan
39. Handicapped Parking Compliance
41. Maximum Occupancy and Operating Reports
43. Age Restricted Occupancy
44. No Public Commercial Uses
45. No Resident's Parking
48. Subject to Future Conditions
49. Personal Care Facility Only
50. Tree Height Restriction
51. Park and Ride Service

EMERALD VILLAGE
ASSOCIATES, INC.
4770 CAMPUS DRIVE
SUITE 100
NEWPORT BEACH
CA 92660
TEL. (714) 476-0880
FAX. (714) 851-1918

52. Conversion of Garden Deck into Parking

53. Parking Survey

55. Buck Gulley Landscape Maintenance

Please note that these subheadings are used for convenience only and are not to be construed as supplementing or interpreting the precise wording of the actual condition as stated in the Permit.

If we can provide further information, please do not hesitate to call.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon E. Christeson". The signature is written in a cursive style with a long horizontal stroke at the end. It is positioned above the printed name and title.

Jon E. Christeson
Vice President

DEPARTMENT OF TRANSPORTATION (CALTRANS)
STANDARD ENCROACHMENT PERMIT APPLICATION
DM-M-P-201A (REV 1/90) PART A

Permit No. 1290-6RC-0586
Dist/Co/Rte/PM 12-ORA-1-15,38

Permission is requested to encroach on the State Highway right of way as follows: (Complete all items. N/A if not applicable.) Application is not complete until all required attachments are included.

Form with fields: Location City (Newport Beach), County (Orange), Route (1), Post Mile (15.38), Date (8-23-90), Address or Street Name (3901 East Coast Highway), Cross Street (Hazel), Portion of Right of Way (Driveway Entrances, Curb, Sidewalk), Work to be Performed By (Contractor), Est. Starting Date (9/3/90), Est. Completion Date (3/3/91), Estimated Cost in State R/W (\$4,800.00), EXCAVATION (Max Depth N/A, Average Depth N/A, Average Width N/A, Length N/A, Surface Type N/A), PIPES (Type N/A, Diameter N/A, Voltage/PSIG N/A, Product N/A).

FOR CALTRANS USE
900586
12 57H 6RC

FULLY DESCRIBE WORK WITHIN STATE R/W: Attach complete plans (5 sets folded 8 1/2 x 11), specs, calcs, maps, etc., if applicable.

- 1. Remove and replace existing drive approach
2. Install 4" drain pipe through curb

DEPT. OF TRANSPORTATION
AUG 23 90
PAID

IS ANY WORK BEING DONE ON APPLICANT'S PROPERTY? If "Yes" briefly describe and attach site and grading plans.
[X] Yes [] No

IS A CITY, COUNTY OR OTHER AGENCY INVOLVED IN ENVIRONMENTAL APPROVAL? 23

- [] Yes (Check Documentation type and attach approved copy)
[] Exempt [] N.D. [] EIR
[X] No (Check the category below which describes the project)

- [] SURVEY [] FENCE [] PARADES, CELEBRATIONS [] MAINTENANCE OF EXISTING LANDSCAPING
[] FLAGS, SIGNS, BANNERS, DECORATIONS [] SINGLE FAMILY DWELLING DRIVEWAY [] COMMUNITY ANTENNA TV SYSTEM [] REGULATORY WARNING, INFORMATION SIGNS
[] TEMPORARY SIGNALS [] REMOVAL-REPLACEMENT OF DISTINCTIVE ROADWAY MARKINGS [] EROSION CONTROL [] DITCH PAVING
[] PUBLIC UTILITY MODIFICATIONS, EXTENSIONS, HOOKUPS [] DITCH PAVING [] AGRICULTURAL APPROACH [] MODIFICATION OF TRAFFIC CONTROL SYSTEMS
[] SIDEWALK/GUTTERS [] MAILBOX [] MAINTENANCE, RECONSTRUCTION, OR RESURFACING OF A DRIVEWAY OF ROAD APPROACH

[] NONE OF THE ABOVE. IF PROJECT CANNOT BE DESCRIBED IN ABOVE CATEGORIES, REQUEST APPLICATION PART B FROM THE PERMIT OFFICE.

THE UNDERSIGNED AGREES THAT THE WORK WILL BE DONE IN ACCORDANCE WITH CALTRANS RULES AND REGULATIONS AND SUBJECT TO INSPECTION AND APPROVAL

Organization of Applicant: Emerald Associates, Phone: (714) 476-0880, Architect, Engineer or Project Mgr: Wayne E. Ahrens, Phone: (714) 851-0333, Address: 4770 Campus Drive, Suite 100, Newport Beach, CA 92660, Authorized Signature: Wayne E. Ahrens, Title: Project Manager



EMERALD VILLAGE ASSOCIATES, INC.
 4770 CAMPUS DR., STE. 100 714-476-0880
 NEWPORT BEACH, CA 92660

1492

90-2800/1222

Aug 23 19 *90*

PAY
TO THE
ORDER OF

CalTrans

\$ *960.00*

Nine Hundred - Sixty Six ^{NO} / 1000

DOLLARS

<i>CalTrans Permit</i>			
<i>Summer House -</i>			

[Signature]
Jim Christen

THIS CHECK IS DELIVERED FOR PAYMENT ON THE ACCOUNTS LISTED.

⑈001492⑈ ⑆1222803⑆ 0201059003⑈

Airport Office
4770 Campus Drive
Newport Beach, CA 92660

**Sunwest
Bank**



CITY OF NEWPORT BEACH

P.O. BOX 1768, NEWPORT BEACH, CA 92659-1768

August 8, 1990

Wayne Sylvester, General Manager
County Sanitation Districts of Orange County
10844 Ellis Avenue, Post Office Box 8127
Fountain Valley, California 92728-8127

Subject: 84-unit Summerhouse Senior Care Development
3901 East Coast Highway, Corona Del Mar
Sewer & Water Connections

To Those Concerned:

The City of Newport Beach has sufficient water supply capacity to serve the subject project. Sewerage can be provided for the subject project also.

Provision of both water and sewerage service is contingent upon developer installed connections and/or system improvements to the water distribution and the sewer collection systems in accord with City standards.

The specific requirements for this project have not yet been reviewed. However, the City will provide water and sewer services on the assumption that any necessary system improvements will be provided by the developer.

In the instance of this project, sewer mains and sewer pumping facilities may have to be installed adjacent to, or on the project site. The City will maintain facilities in the public right-of-way.

If you have questions, please call me at (714) 644-3011.

Very truly yours,

Jeff Stanart, P.E.
Deputy Utilities Director

JS: sdi

cc: Bob Dixon
Pete Antista
Ed Burt

PERMIT TO CONSTRUCT/OPERATE

NOV 28 1990

9150 FLAIR DRIVE, EL MONTE, CALIFORNIA 91731

EMERALD VILLAGE ASSOC., INC.

This initial permit shall be renewed by 04/01 ANNUALLY unless the equipment is moved, or changes ownership. If the billing for annual renewal fee (Rule 301.f) is not received by the expiration date, contact the District.

Legal Owner
Or Operator:

ID 81735

EMERALD VILLAGE ASSOC., INC.
SUMMERHOUSE DBA
4770 CAMPUS DRIVE, STE. 100
NEWPORT BEACH, CA 92660
ATTN: JON CHRISTESON

Equipment

located at: 3901 E. COAST HIGHWAY, CORONA DEL MAR, CALIFORNIA

Equipment Description:

INTERNAL COMBUSTION ENGINE, JOHN DEERE, DIESEL-FUELED, EMERGENCY ELECTRICAL GENERATION, MODEL NO. 6076A, 6 CYLINDERS, FOUR CYCLE, TURBOCHARGED, AFTERCOOLED, 289 BHP, WITH 1 EXHAUST.

Conditions:

1. OPERATION OF THIS EQUIPMENT SHALL BE CONDUCTED IN COMPLIANCE WITH ALL DATA AND SPECIFICATIONS SUBMITTED WITH THE APPLICATION UNDER WHICH THIS PERMIT IS ISSUED UNLESS OTHERWISE NOTED BELOW.
2. THIS EQUIPMENT SHALL BE PROPERLY MAINTAINED AND KEPT IN GOOD OPERATING CONDITION AT ALL TIMES.
3. AN ELAPSED TIME METER SHALL BE INSTALLED/MAINTAINED, SO AS TO INDICATE IN CUMULATIVE HOURS, THE AMOUNT OF TIME THE ENGINE HAS OPERATED.
4. THE ENGINE IS LIMITED TO AN OPERATING SCHEDULE OF NO MORE THAN 18.1 HOURS IN ANY ONE DAY AND NO MORE THAN 125 HOURS (CUMULATIVE) IN ANY ONE CALENDAR YEAR UNLESS ADDITIONAL HOURS ARE OTHERWISE AUTHORIZED BY THE EXECUTIVE OFFICER. THIS EQUIPMENT MAY ONLY OPERATED DURING MAINTENANCE TESTING, PERFORMANCE TESTING, OR IN CASES OF EMERGENCY.
5. THE UNCONTROLLED EMISSION RATE OF REACTIVE ORGANIC GASES SHALL NOT EXCEED 0.26 LB/HR; THE UNCONTROLLED EMISSION RATE OF OXIDES OF NITROGEN SHALL NOT EXCEED 6.3 LB/HR.
6. THE FUEL INJECTION TIMING OF THIS ENGINE SHALL BE RETARDED A MINIMUM OF 4 DEGREES RELATIVE TO STANDARD TIMING.

ORIGINAL

PERMIT TO CONSTRUCT/OPERATE

9150 FLAIR DRIVE, EL MONTE, CALIFORNIA 91731

CONTINUATION OF PERMIT TO CONSTRUCT/OPERATE

7. THE IGNITION TIMING OF THIS ENGINE SHALL BE INSPECTED, ADJUSTED, AND CERTIFIED, AT A MINIMUM, ONCE EVERY THREE YEARS OF OPERATION. INSPECTIONS, ADJUSTMENTS, AND CERTIFICATIONS SHALL BE PERFORMED BY A QUALIFIED MECHANIC AND ACCORDING TO THE ENGINE MANUFACTURER'S PROCEDURES.
8. AN OPERATING RECORD OF THIS EQUIPMENT SHALL BE MAINTAINED IN A FORMAT APPROVED IN WRITING BY THE DIRECTOR OF ENFORCEMENT. THE RECORD SHALL INCLUDE, AT A MINIMUM, THE HOURS AND DAYS OF OPERATION AND THE QUANTITY OF FUEL USED. THE OPERATING RECORD SHALL BE KEPT FOR A MINIMUM OF TWO YEARS AND MADE AVAILABLE UPON REQUEST OF DISTRICT PERSONNEL.
9. FUEL OIL SUPPLIED TO THIS ENGINE SHALL BE NO. 2 OR LIGHTER GRADE AS DESCRIBED BY THE LATEST ASTM SPECIFICATIONS AND SHALL HAVE A SULFUR CONTENT OF NOT MORE THAN 0.05% BY WEIGHT.

NOTICE

IN ACCORDANCE WITH RULE 206, THIS PERMIT TO OPERATE OR COPY SHALL BE POSTED ON OR WITHIN 8 METERS OF THE EQUIPMENT.

THIS PERMIT DOES NOT AUTHORIZE THE EMISSION OF AIR CONTAMINANTS IN EXCESS OF THOSE ALLOWED BY DIVISION 26 OF THE HEALTH AND SAFETY CODE OF THE STATE OF CALIFORNIA OR THE RULES OF THE AIR QUALITY MANAGEMENT DISTRICT. THIS PERMIT CANNOT BE CONSIDERED AS PERMISSION TO VIOLATE EXISTING LAWS, ORDINANCES, REGULATIONS OR STATUTES OF OTHER GOVERNMENT AGENCIES.

EXECUTIVE OFFICER



By Raquel Puerta/lv
November 16, 1990

ORIGINAL

2582 CONDITION
28



WILLIAM R. ISHII & ASSOCIATES, INC.

ELECTRICAL & MECHANICAL ENGINEERS

10805 HOLDER STREET • SUITE 150 • CYPRESS, CALIFORNIA 90630 • (714) 236-0492

September 6, 1990

City of Newport Beach
Planning Department
3300 Newport Blvd.
Newport Beach, CA 92658-8915

Re: Summerhouse - Plan Corrections

Condition of Approval
Use Permit #3342
3901 East Coast Highway
PC#895-90

CONDITION

ACTION

28 - Lighting System

Area Lighting system is so designed to conceal the light source and to minimize light spillage and glare to the adjacent residential users.

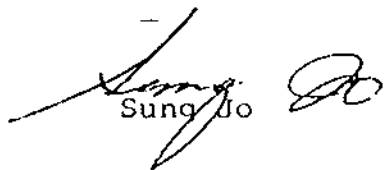
35 - Mechanical equipment sound attenuate

The sound level of mechanical equipment at the property line do not exceed 55 dBa.

If you have further questions please do not hesitate to call our office.

Very truly yours,

WILLIAM R. ISHII & ASSOCIATES, INC.



Sung Jo

SJ:yo

E M E R A L D A S S O C I A T E S

September 24, 1990

Mr. Michael Adackapara
California Regional Water Quality Control Board
6809 Indiana Ave. Suite 200
Riverside, CA 92506

via: ~~Certified Mail, Return Receipt Requested~~ *First Class Mail*
re: SummerHouse Erosion Control Plan

Dear Mr. Adackapara,

In accordance with our Conditional Use Permit #3342, issued by the City of Newport Beach, we are enclosing herein a copy of our Erosion Control Plan.

If I can provide any additional information, do not hesitate to call.

Sincerely,



A handwritten signature in black ink that reads "Jon E. Christeson". The signature is fluid and cursive, written over the typed name.

Jon E. Christeson
Vice President

cc: Genia Kaznocha, N.B. Planning Department

EMERALD VILLAGE
ASSOCIATES, INC.
4770 CAMPUS DRIVE
SUITE 100
NEWPORT BEACH
CA 92660
TEL. (714) 476-0880
FAX. (714) 851-1918



LeROY CRANDALL AND ASSOCIATES

Geotechnical Consultants • One of the Law Companies

731 East Ball Road, Suite 104, Anaheim, California 92805, Phone (714) 776-9544, Fax (714) 776-9541

Offices: Glendale • Anaheim • Marina del Rey • ~~San Diego~~ **RECEIVED**

JUN 18 1990

EMERALD VILLAGE ASSOC., INC.

April 30, 1990

Christeson Company
4770 Campus Drive
Newport Beach, California 92660

(LCA O89049.AEB)

Attention: Mr. Wayne Ahrens
Vice President

Gentlemen:

Conformance of Drawings to
Geotechnical Investigation
Proposed Personal Care Facility
3901 East Coast Highway
Corona del Mar, Newport Beach, California
for Emerald Village Associates, Inc.

As requested by Mr. John Christeson, we have reviewed drawings for the project to determine if the project design is in accordance with the recommendations contained in our report of geotechnical investigation. The following documents have been submitted by our firm for the project:

Report of Geotechnical Investigation, Proposed Crown House Senior Citizens Complex, East Coast Highway and Hazel Drive, Corona del Mar, Newport Beach, California, for the SJS Development Corporation dated March 3, 1986 (LCA AE-85412).

Report of Supplementary Geotechnical Studies, Applicability of Prior Report, Proposed Emerald Village, East Coast Highway and Hazel Drive, Corona del Mar, Newport Beach, California, for Emerald Village Associates, Inc., dated September 15, 1989 (LCA O89049.AEB).

Supplementary Design Data, Retaining Walls and Temporary Shoring, Recommendations for Landscaped Areas Adjacent to Slope, Clarification of Floor Slab Support on Grade, Proposed Emerald Village, East Coast Highway and Hazel Drive, Corona del Mar, Newport Beach, California, for Emerald Village Associates, Inc., letter dated February 19, 1990 (LCA O89049.AEB).

The professional opinions presented in this letter have been developed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable geotechnical consultants practicing in this or similar localities. No other warranty, expressed or implied, is made as to the professional advice included in this letter.

We were provided with a set of drawings, Sheets S1 through S15, by Dorius Architects, print dated April 23, 1990. Based upon our review of these drawings, the design meets the intent of the recommendations presented in our prior reports.

Sincerely,

LeROY CRANDALL AND ASSOCIATES



James L. Van Beveren
Vice President
Orange County Branch Manager



OC18/jw
(4 copies submitted)

cc: (1) Dorius Architects
Attn: Mr. Craig Si Teller
(1) Martin Structural
Attn: Mr. Felix Martin



WILLIAM R. ISHII & ASSOCIATES, INC.
ELECTRICAL & MECHANICAL ENGINEERS

10805 HOLDER STREET • SUITE 150 • CYPRESS, CALIFORNIA 90630 • (714) 236-0492

September 6, 1990

City of Newport Beach
Planning Department
3300 Newport Blvd.
Newport Beach, CA 92658-8915

Re: Summerhouse - Plan Corrections

Condition of Approval
Use Permit #3342
3901 East Coast Highway
PC#895-90

CONDITION

ACTION

28 - Lighting System

Area Lighting system is so designed to conceal the light source and to minimize light spillage and glare to the adjacent residential users.

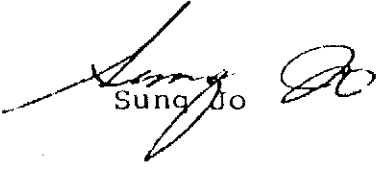
35 - Mechanical equipment sound attenuate

The sound level of mechanical equipment at the property line do not exceed 55 dBa.

If you have further questions please do not hesitate to call our office.

Very truly yours,

WILLIAM R. ISHII & ASSOCIATES, INC.


Sung Jo

SJ:yo



WILLIAM R. ISHII & ASSOCIATES, INC.
ELECTRICAL & MECHANICAL ENGINEERS

10805 HOLDER STREET • SUITE 150 • CYPRESS, CALIFORNIA 90630 • (714) 236-0492

September 6, 1990

City of Newport Beach
Planning Department
3300 Newport Blvd.
Newport Beach, CA 92658-8915

Re: Summerhouse - Plan Corrections

Condition of Approval
Use Permit #3342
3901 East Coast Highway
PC#895-90

CONDITION

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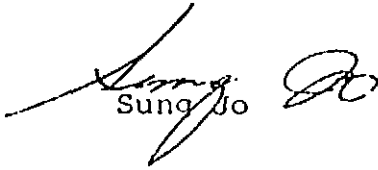
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If you have further questions please do not hesitate to call our office.

Very truly yours,

WILLIAM R. ISHII & ASSOCIATES, INC.



Sung Jo

SJ:yo

Mestre Greve Associates

Consulting Engineers

September 10, 1990

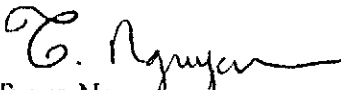
Mr. David Keefe
Dorius Architects
1550 Bayside Drive
Corona del Mar, CA 92625

Dear Dave,

This letter pertains to the City of Newport Beach's noise related "conditions of approval" which the Emerald Village (Summer House) project must meet. The project must comply with the City's 45 CNEL indoor noise standard and 65 dBA CNEL outdoor noise standard. Mestre Greve Associates has conducted the report "Noise Analysis for the Emerald Village" on April 25, 1990 which presents mitigation measures that are necessary to comply with the noise standards. This report should satisfy the City's "conditions of approval" for the Emerald Village project.

If you have any questions please do not hesitate to call me.

Sincerely,
Mestre Greve Associates


Tanya Nguyen

LAW OFFICES OF
JOHN B. HEFFERNAN
A PROFESSIONAL CORPORATION
610 NEWPORT CENTER DRIVE, SUITE 700
NEWPORT BEACH, CALIFORNIA 92660
TELEPHONE (714) 640-4300
TELECOPIER (714) 721-1140

RECEIVED
DEC 17 1990
EMERALD VILLAGE ASSOC., INC.

December 13, 1990

SENT BY MESSENGER

Director
Planning Department
City of Newport Beach
3300 Newport Boulevard
Newport Beach, CA 92663

Re: Emerald Village Associates, Inc.
- Use Permit No. 3342, approved May 22, 1989
- 3901 Pacific Coast Highway, Newport Beach, CA 92660

Gentlemen:

This law firm represents Emerald Village Associates, Inc., the Applicant of Use Permit No. 3342, and Ground Lessee of the above Property.

In accordance with our previous correspondence with Robert Burnham at the City Attorney's office, enclosed with this letter is a: (a) conformed recorded copy of the Deed Restriction, dated October 1, 1990, confirmation recordation on December 3, 1990, as Instrument No. 90-636012, in the Official Records of Orange County, California; and (b) copy of an updated Preliminary Title Report, dated December 11, 1990, confirming this Deed Restriction encumbers the real property for which the Use Permit applies.

It is our understanding the receipt of the above final items will now satisfy Condition No. 460 of Permit No. 3342 and allow a Building Permit to be issued to our client.

Please call me should you have any questions. Thank you.

Very truly yours,
John Heffernan
John Heffernan

/es

cc: Jon E. Christeson, Emerald Village Associates (with xerox copy of conformed Deed Restriction, only, by FAX)

CONFORMED COPY
Not Compared with Original

\$15.00
C8

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

Jon E. Christeson
Emerald Village Associates, Inc.
4770 Campus Drive, # 100
Newport Beach, CA 92660

Recorded at the request of
CHICAGO TITLE COMPANY

4:00
P.M. DEC 3 1990

Official Records
Orange County, California
Lue A. Branch Recorder

DEED RESTRICTION

RECITALS:

A. THE SOUTHERN CALIFORNIA IBEW-NECA PENSION PLAN ("Owner") is the fee owner of that certain real property located in the City of Newport Beach, County of Orange, California, as described in attached Exhibit "A", which is incorporated herein by this reference ("Property").

B. Owner has ground leased the Property to EMERALD VILLAGE ASSOCIATES, INC., a California Corporation ("Tenant") pursuant to hat certain "Ground Lease", dated December 21, 1989. The Ground Lease is referred to in that certain Memorandum recorded December 21, 1989, at 89-691314, in the Official Records, Orange County, California.

C. Tenant has applied to the City of Newport Beach, California ("City") for the development of the Property, pursuant to Use Permit No. 3342 ("Use Permit"). The Use Permit was approved by the City, subject to conditions stated in the Use Permit, on May 22, 1989.

D. The purpose of this Deed Restriction is to cause the Property to be developed, occupied and used in accordance with the Use Permit.

AGREEMENT:

1. To conform to the requirements of the Use Permit to allow the Property to be developed in the manner and for the use described in the Use Permit, Owner and Tenant, as to their respective interests in the Property, hereby consent and agree that, from and after the date of recordation of this Deed Restriction:

EMERALD2.CTY 9/07/90 # 2

COPY

6/1993-1/

A. The Property will be developed, occupied and used in accordance with the following "Condition", which is Item 46 of the Use Permit:

"PRIOR TO ISSUANCE OF BUILDING GRADING PERMITS, THE APPLICANT SHALL ENTER INTO AN AGREEMENT, THE FORM AND CONTENT OF WHICH IS ACCEPTABLE TO THE CITY ATTORNEY, BINDING THE APPLICANT AND SUCCESSORS-IN-INTEREST IN PERPETUITY TO AN ELDERLY CARE FACILITY AND SHALL BE LIMITED TO AN OCCUPANCY BY PERSONS 62 YEARS OF AGE OR OLDER. THE ONLY EXCEPTION SHALL BE THE SPOUSE OF A QUALIFIED PERSON. RESTRICTIONS SHALL BE PLACED ON THE DEED AND IN ANY OTHER SUITABLE BINDING DOCUMENT CONSISTENT WITH THE PROVISIONS OF THE ABOVE AGREEMENT."

B. This Deed Restriction shall: (a) constitute a permanent encumbrance upon the Property; (b) run with title to the Property; and (c) be binding upon all assigns and successors in interest of Owner and Tenant, of whatever particular designation or title.

C. Any modification or cancellation of this Deed Restriction shall be by recorded instrument and be subject to concurrent written consent of the City.

D. The City shall be entitled to specifically enforce the terms and conditions of this Deed Restriction.

2. The City hereby: (a) approves the form of this Deed Restriction; (b) subject to the recordation of this Deed Restriction, acknowledges that this Deed Restriction satisfies the requirement of the Use Permit regarding the Condition; and (c) agrees to execute a document upon future request from Owner, in recordable form, which will remove this Deed Restriction from title to the Property, if either: (i) Owner elects not to proceed with the development of the Property in accordance with the Use Permit and the Use Permit lapses and is no longer of any force and effect; or (ii) the improvements at the Property are converted or rebuilt for another type of use then approved by the City which does not require the continuation of the Condition as an encumbrance on title to the Property.

3. Dated: OCTOBER 1, 1990.

APPROVAL BY OWNER:

THE SOUTHERN CALIFORNIA IBEW-NECA PENSION PLAN

By: William L. Seay, Inc., a California Corporation, its
Qualified Pension Asset Manager

By: W. L. Seay
William L. Seay, President

~~By: Bank of America, NTSA, its Qualified Pension Asset Manager~~

~~By: _____, its _____~~

APPROVAL BY TENANT:

EMERALD VILLAGE ASSOCIATES, INC., A CALIFORNIA CORPORATION

By: William M. Todd
William M. Todd, President

APPROVAL BY CITY:

CITY OF NEWPORT BEACH, CALIFORNIA

By: Robert H. Allen, its CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF Los Angeles) ss.

On November 19, 1990, before me, the undersigned, a Notary Public in and for said State, personally appeared WILLIAM L. SEAY, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person who executed the within Instrument as President, on behalf of WILLIAM L. SEAY, INC., a California corporation, the corporation therein named, and he acknowledged to me that such corporation executed the within Instrument pursuant to its Bylaws or a Resolution of its Board of Directors, said Corporation being the one of the Qualified Pension Asset Managers of THE SOUTHERN CALIFORNIA IBEW-NECA PENSION PLAN, the entity that executed the within Instrument, and he acknowledged to me that such corporation executed the within Instrument as such Qualified Pension Asset Manager and that THE SOUTHERN CALIFORNIA IBEW-NECA PENSION PLAN executed the same.

WITNESS by hand and official seal.



/SEAL/ 2330 Beverly Blvd., #202 Los Angeles, CA 90057

Kathy Fluhrer
Notary Public

~~STATE OF CALIFORNIA)
COUNTY OF _____) ss.~~

~~On _____, 1990, before me, the undersigned, a Notary Public in and for said State, personally appeared _____, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person who executed the within Instrument as _____, on behalf of BANK OF AMERICA, NTSA, the entity therein named, and he acknowledged to me that such entity executed the within Instrument, said entity being the one of the Qualified Pension Asset Managers of THE SOUTHERN CALIFORNIA IBEW-NECA PENSION PLAN, the entity that executed the within Instrument, and _____ acknowledged to me that such entity executed the within Instrument as such Qualified Pension Asset Manager and that THE SOUTHERN CALIFORNIA IBEW-NECA PENSION PLAN executed the same.~~

~~WITNESS by hand and official seal.~~

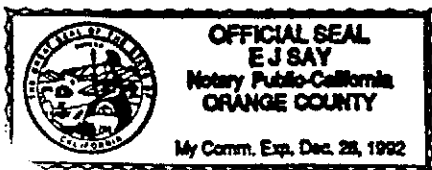
~~_____
Notary Public~~

~~/SEAL/~~

STATE OF CALIFORNIA)
) ss.
COUNTY OF ORANGE)

On November 21, 1990, before me, the undersigned, a Notary Public in and for said State, personally appeared WILLIAM M. TODD, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person who executed the within Instrument as President, on behalf of EMERALD VILLAGE ASSOCIATES, INC., a California Corporation, the Corporation therein named, and he acknowledged to me that such Corporation executed the within Instrument pursuant to its Bylaws or a Resolution of its Board of Directors.

WITNESS my hand and official seal.



EJSAY
Notary Public in and for said
County and State

/SEAL/

STATE OF CALIFORNIA)
)
COUNTY OF ORANGE)

On NOV 26 1990, 1990, before me, the undersigned, a Notary Public in and for said County and State, personally appeared Robert Burnham, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person who executed this Instrument as the CITY ATTORNEY OF THE CITY OF NEWPORT BEACH on behalf of the City of Newport Beach, and HE acknowledged to me that HE signed the within Instrument for such City and that such City also thereby also executed such Instrument.

William E. Brown
Notary Public in and for Said
County and State

/SEAL/

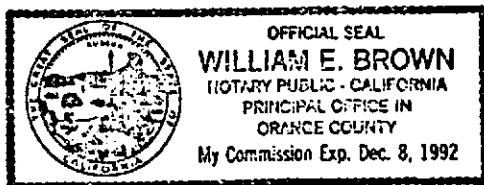


EXHIBIT "A"

LEGAL DESCRIPTION OF THE PROPERTY

THE FOLLOWING DESCRIBED REAL PROPERTY LOCATED IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA:

PARCEL 1 OF PARCEL MAP 85-257, AS PER MAP FILED IN BOOK 218, PAGE 5 & 6, INCLUSIVE, OF PARCEL MAPS, OFFICIAL RECORDS, ORANGE COUNTY, CALIFORNIA.

CONDITION 47
RECEIVED

APR 10 1991

STATE OF CALIFORNIA—THE RESOURCES AGENCY

EMERALD VILLAGE ASSOC., INC.
PETE WILSON Governor

CALIFORNIA COASTAL COMMISSION

SOUTH COAST AREA
245 WEST BROADWAY, SUITE 380
LONG BEACH, CA 90802
(213) 590-5071

Page 1 of
Date: April 9, 1991
Permit No. 5-88-622

COASTAL DEVELOPMENT PERMIT

On September 14, 1989, the California Coastal Commission granted to

EMERALD ASSOCIATES

this permit subject to the attached Standard and Special conditions, for development consisting of:

Demolish existing facilities and construct an 84 unit senior assisted care facility, 32 feet high, 48,588 sq. ft. of rental units and auxillary space; and 13,920 sq. ft. of subterranean parking with 47 tandem parking spaces.

more specifically described in the application file in the Commission offices.

The development is within the coastal zone in Orange County at 3901 East Pacific Coast Highway, Newport Beach.

Issued on behalf of the California Coastal Commission by

PETER DOUGLAS
Executive Director

By: Vicky Kome
Title: Staff Analyst

ACKNOWLEDGMENT

The undersigned permittee acknowledges receipt of this permit and agrees to abide by all terms and conditions thereof.

The undersigned permittee acknowledges that Government Code Section 818.4 which states in pertinent part, that: "A public entity is not liable for injury caused by the issuance. . . of any permit. . ." applies to the issuance of this permit.

IMPORTANT: THIS PERMIT IS NOT VALID UNLESS AND UNTIL A COPY OF THE PERMIT WITH THE SIGNED ACKNOWLEDGEMENT HAS BEEN RETURNED TO THE COMMISSION OFFICE. 14 Cal. Admin. Code Section 13158(a).

April 11, 1991
Date

JWE. Cloutier
Signature of Permittee
V.P. Emerald Village Associates, Inc

MARTIN STRUCTURAL DESIGN

15375 Barranca Pkwy., Suite B-207, Irvine, CA 92718
(714) 753-1315

August 10, 1990

Ed Rubio
DORIUS ARCHITECTS
1550 Bayside Drive
Corona Del Mar, CA 92625

Re: Summer House

Dear Ed:

This letter is to confirm a prior verbal agreement between our offices.

The concrete deck over the garage, in the area presently to be occupied by the Roof Garden Planters, was designed to support automobile parking. This parking would have to be accomodated in lieu of the planters, i.e., they could not both exist at the same time.

We hope this clarifies any questions regarding the design intent.

Cordially,

Martin Structural Design, Inc.



Felix Martin, S.E.

E M E R A L D A S S O C I A T E S

April 5, 1991

Mr. Phillip Crowley, General Manager
Five Crowns Restaurant
3801 E. Coast Highway
Corona del Mar, CA 92625

Re: Construction Period Parking for SummerHouse

Dear Phil:

We are preparing to pull final building permits on SummerHouse, 3901 E. Coast Highway, next door to your restaurant. We have requested to utilize your parking lot, in the 3700 block of Coast Highway, for construction employee parking for a period of one year from the commencement of construction, currently anticipated for early May. You have stipulated, and we have agreed to the following conditions:

1. No more than 25 vehicles will be parked in the lot at any one time.
2. All our vehicles will vacate the lot by 4:00 p.m.
3. Only passenger cars and pick-up trucks may utilize the lot - no construction equipment or heavy trucks will be allowed.
4. At any time you may designate specific locations in the lot where the vehicles may or may not park.
5. We will slurry-coat and restripe your lot upon the completion of the year period and be responsible for any damage which occurs as a result of our employees or firms in our employee.
6. We will indemnify and hold harmless Lawry's Restaurants, Inc. ("Lawry's") of and from any loss, cost or expense of any kind or nature resulting from our use of your lot. We will also carry, at our own expense, during the term of our use of your lot, comprehensive general liability insurance with a combined single limit of not less than Three Million Dollars (\$3,000,000.00) for bodily injury and property damage which shall be written by a reputable insurance company licensed to do business in California. Any such policy shall name Lawry's as an additional insured and include a provision for thirty (30) days advance written notice to Lawry's in the event of any pending material change, notice of non-renewal or cancellation of the insurance.

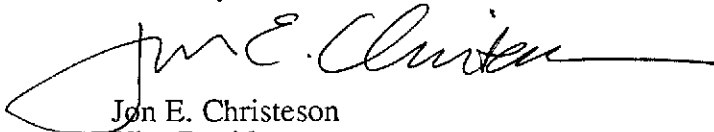


EMERALD VILLAGE
ASSOCIATES, INC.
4770 CAMPUS DRIVE
SUITE 100
NEWPORT BEACH
CA 92660
TEL. (714) 476-0880
FAX. (714) 851-1918

Mr. Phillip Crowley
April 5, 1991
Page 2

Please acknowledge your acceptance of this agreement below. We appreciate your help in this matter, and we look forward to a long and mutually beneficial relationship as neighbors. If we can provide further information, do not hesitate to call.

Sincerely,



Jon E. Christeson
Vice President

Five Crowns Restaurant



Phillip Crowley, General Manager

4-18-91

Date



CITY OF NEWPORT BEACH

OFFICE OF THE CITY ATTORNEY
P.O. BOX 1768, NEWPORT BEACH, CA 92659-1768

(714) 644-3131

August 16, 1990

John Heffernan, Esq.
Heffernan & Boortz
610 Newport Center Drive, Suite 700
Newport Beach, California 92660

Re: Use Permit No. 3342 Deed Restriction

Dear Mr. Heffernan:

I have reviewed the proposed deed restriction for the Emerald Associates Project and have the following comments:

1. I would like to see the restrictive language in the text of the agreement rather than referenced solely in the recitals.

2. The commitments are in satisfaction of a condition to the Use Permit and not "in exchange for or in consideration of" issuance.

3. Delete Paragraph 1E.

I will review your revised draft and, assuming it is in conformance with my comments and any submitted by the Planning Director under separate cover, have the Mayor or Manager approve it the same day.

Very truly yours,

Robert H. Burnham
City Attorney

RHB:jg

cc: Jim Hewicker, Planning Director

D

I

K

E

Draw. B. 17x

1/1/89

Harold G. ...

Thomas F. ...

Kevin M. ...

19 March 1990

Mr. Bill Ward
Planning Department
City of Newport Beach
P.O. Box 1768
Newport Beach, CA 92659-1768

Project: Emerald Village
Corona del Mar, CA
D/R Job No. 89083

Dear Mr. Ward:

I am writing this letter as explanation of drawings submitted for a review item of Emerald Village/Buck Gully edge.

The city council approved the preliminary landscape plan, along with the architecture plans on June 22, 1989 (plan dated 5-8-89). As the design development phase progressed and more accurate information in regard to existing grading became available, the Buck Gulley edge of the project has shifted.

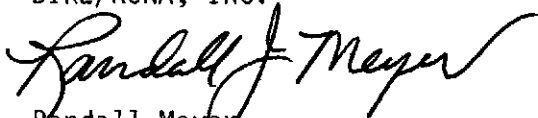
The plan illustrates the building footprint change, as well as the previously approved extent of development. In design of the promenade location, we used the 90 foot elevation of the canyon's existing grade to locate the edge. This is still the primary design criteria, however accurate grading and building alignment resulted in the present location as shown.

The "backyard" area was extended into an area that was previously approved for rough grading. In design development, I elected to reduce the amount of hard surface paving at the building and add a turf and hedge treatment to soften this edge. The turf and hedge area will be of great benefit for low-key use by the residents of Emerald Village, and also visually link the other adjoining properties' backyards as they meet the gully.

If you should require other information or support for this review item to be approved, please call me. I believe this adjustment benefits the residents of the project functionally, and benefits the public through a softer edge along the gully.

Sincerely,

DIKE/RUNA, INC.



Randall Meyer
Project Landscape Architect

RM:cb

Landscape Architecture/Site Planning

3010 ...

Newport Beach, California 92660

714-462-1000

R

U

N

A

LAW OFFICES OF
JOHN B. HEFFERNAN
A PROFESSIONAL CORPORATION
610 NEWPORT CENTER DRIVE, SUITE 700
NEWPORT BEACH, CALIFORNIA 92660
TELEPHONE (714) 640-4300
TELECOPIER (714) 721-1140

December 13, 1990

RECEIVED BY
PLANNING DEPARTMENT
CITY OF NEWPORT BEACH

SENT BY MESSENGER

DEC 14 1990
AM 7 8 9 10 11 12 1 2 3 4 5 6 PM

Director
Planning Department
City of Newport Beach
3300 Newport Boulevard
Newport Beach, CA 92663

Re: Emerald Village Associates, Inc.
- Use Permit No. 3342, approved May 22, 1989
- 3901 Pacific Coast Highway, Newport Beach, CA 92660

Gentlemen:

This law firm represents Emerald Village Associates, Inc., the Applicant of Use Permit No. 3342, and Ground Lessee of the above Property.

In accordance with our previous correspondence with Robert Burnham at the City Attorney's office, enclosed with this letter is a: (a) conformed recorded copy of the Deed Restriction, dated October 1, 1990, confirmation recordation on December 3, 1990, as Instrument No. 90-636012, in the Official Records of Orange County, California; and (b) copy of an updated Preliminary Title Report, dated December 11, 1990, confirming this Deed Restriction encumbers the real property for which the Use Permit applies.

It is our understanding the receipt of the above final items will now satisfy Condition No. 460 of Permit No. 3342 and allow a Building Permit to be issued to our client.

Please call me should you have any questions. Thank you.

Very truly yours,



John Heffernan

/es

cc: Jon E. Christeson, Emerald Village Associates (with xerox copy of conformed Deed Restriction, only, by FAX)

CONFORMED COPY
Not Compared with Original

\$15.00
C8

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

Jon E. Christeson
Emerald Village Associates, Inc.
4770 Campus Drive, # 100
Newport Beach, CA 92660

Recorded at the request of
CHICAGO TITLE COMPANY

4:00 P.M. DEC 3 1990

Official Records
Orange County, California
L. A. Branch Recorder

DEED RESTRICTION

RECITALS:

A. THE SOUTHERN CALIFORNIA IBEW-NECA PENSION PLAN ("Owner") is the fee owner of that certain real property located in the City of Newport Beach, County of Orange, California, as described in attached Exhibit "A", which is incorporated herein by this reference ("Property").

B. Owner has ground leased the Property to EMERALD VILLAGE ASSOCIATES, INC., a California Corporation ("Tenant") pursuant to hat certain "Ground Lease", dated December 21, 1989. The Ground Lease is referred to in that certain Memorandum recorded December 21, 1989, at 89-691314, in the Official Records, Orange County, California.

C. Tenant has applied to the City of Newport Beach, California ("City") for the development of the Property, pursuant to Use Permit No. 3342 ("Use Permit"). The Use Permit was approved by the City, subject to conditions stated in the Use Permit, on May 22, 1989.

D. The purpose of this Deed Restriction is to cause the Property to be developed, occupied and used in accordance with the Use Permit.

AGREEMENT:

1. To conform to the requirements of the Use Permit to allow the Property to be developed in the manner and for the use described in the Use Permit, Owner and Tenant, as to their respective interests in the Property, hereby consent and agree that, from and after the date of recordation of this Deed Restriction:

COPY

611993-11

A. The Property will be developed, occupied and used in accordance with the following "Condition", which is Item 46 of the Use Permit:

"PRIOR TO ISSUANCE OF BUILDING GRADING PERMITS, THE APPLICANT SHALL ENTER INTO AN AGREEMENT, THE FORM AND CONTENT OF WHICH IS ACCEPTABLE TO THE CITY ATTORNEY, BINDING THE APPLICANT AND SUCCESSORS-IN-INTEREST IN PERPETUITY TO AN ELDERLY CARE FACILITY AND SHALL BE LIMITED TO AN OCCUPANCY BY PERSONS 62 YEARS OF AGE OR OLDER. THE ONLY EXCEPTION SHALL BE THE SPOUSE OF A QUALIFIED PERSON. RESTRICTIONS SHALL BE PLACED ON THE DEED AND IN ANY OTHER SUITABLE BINDING DOCUMENT CONSISTENT WITH THE PROVISIONS OF THE ABOVE AGREEMENT."

B. This Deed Restriction shall: (a) constitute a permanent encumbrance upon the Property; (b) run with title to the Property; and (c) be binding upon all assigns and successors in interest of Owner and Tenant, of whatever particular designation or title.

C. Any modification or cancellation of this Deed Restriction shall be by recorded instrument and be subject to concurrent written consent of the City.

D. The City shall be entitled to specifically enforce the terms and conditions of this Deed Restriction.

2. The City hereby: (a) approves the form of this Deed Restriction; (b) subject to the recordation of this Deed Restriction, acknowledges that this Deed Restriction satisfies the requirement of the Use Permit regarding the Condition; and (c) agrees to execute a document upon future request from Owner, in recordable form, which will remove this Deed Restriction from title to the Property, if either: (i) Owner elects not to proceed with the development of the Property in accordance with the Use Permit and the Use Permit lapses and is no longer of any force and effect; or (ii) the improvements at the Property are converted or rebuilt for another type of use then approved by the City which does not require the continuation of the Condition as an encumbrance on title to the Property.

3. Dated: OCTOBER 1, 1990.

APPROVAL BY OWNER:

THE SOUTHERN CALIFORNIA IBEW-NECA PENSION PLAN

By: William L. Seay, Inc., a California Corporation, its
Qualified Pension Asset Manager

By: W. L. Seay
William L. Seay, President

~~By: Bank of America, NT&SA, its Qualified Pension Asset Manager~~

~~By: _____, its _____~~

APPROVAL BY TENANT:

EMERALD VILLAGE ASSOCIATES, INC., A CALIFORNIA CORPORATION

By: William M. Todd
William M. Todd, President

APPROVAL BY CITY:

CITY OF NEWPORT BEACH, CALIFORNIA

By: Robert H. Fuller, its CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF Los Angeles) ss.

On November 19, 1990, before me, the undersigned, a Notary Public in and for said State, personally appeared WILLIAM L. SEAY, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person who executed the within Instrument as President, on behalf of WILLIAM L. SEAY, INC., a California corporation, the corporation therein named, and he acknowledged to me that such corporation executed the within Instrument pursuant to its Bylaws or a Resolution of its Board of Directors, said Corporation being the one of the Qualified Pension Asset Managers of THE SOUTHERN CALIFORNIA IBEW-NECA PENSION PLAN, the entity that executed the within Instrument, and he acknowledged to me that such corporation executed the within Instrument as such Qualified Pension Asset Manager and that THE SOUTHERN CALIFORNIA IBEW-NECA PENSION PLAN executed the same.

WITNESS by hand and official seal.



Kathy Fluhrer
Notary Public

/SEAL/ 2330 Beverly Blvd., #222 Los Angeles, CA 90057

~~STATE OF CALIFORNIA)
COUNTY OF _____) ss.~~

~~On _____, 1990, before me, the undersigned, a Notary Public in and for said State, personally appeared _____, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person who executed the within Instrument as _____, on behalf of BANK OF AMERICA, NTSA, the entity therein named, and he acknowledged to me that such entity executed the within Instrument, said entity being the one of the Qualified Pension Asset Managers of THE SOUTHERN CALIFORNIA IBEW-NECA PENSION PLAN, the entity that executed the within Instrument, and _____ acknowledged to me that such entity executed the within Instrument as such Qualified Pension Asset Manager and that THE SOUTHERN CALIFORNIA IBEW-NECA PENSION PLAN executed the same.~~

~~WITNESS by hand and official seal.~~

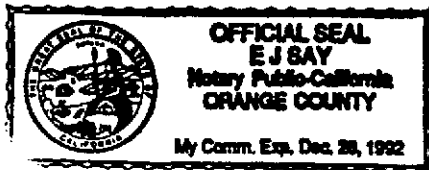
~~_____
Notary Public~~

~~/SEAL/~~

STATE OF CALIFORNIA)
) ss.
COUNTY OF ORANGE)

On November 21, 1990, before me, the undersigned, a Notary Public in and for said State, personally appeared WILLIAM M. TODD, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person who executed the within Instrument as President, on behalf of EMERALD VILLAGE ASSOCIATES, INC., a California Corporation, the Corporation therein named, and he acknowledged to me that such Corporation executed the within Instrument pursuant to its Bylaws or a Resolution of its Board of Directors.

WITNESS my hand and official seal.



[Signature]
Notary Public in and for said
County and State

/SEAL/

STATE OF CALIFORNIA)
)
COUNTY OF ORANGE)

On NOV 26 1990, 1990, before me, the undersigned, a Notary Public in and for said County and State, personally appeared Robert Muanham, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person who executed this Instrument as the CITY ATTORNEY OF THE CITY OF NEWPORT BEACH on behalf of the City of Newport Beach, and HE acknowledged to me that HE signed the within Instrument for such City and that such City also thereby also executed such Instrument.

[Signature]
Notary Public in and for Said
County and State

/SEAL/

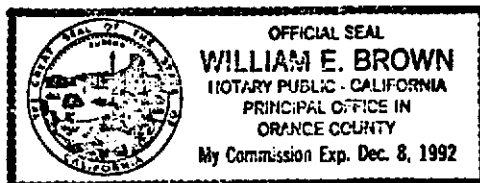


EXHIBIT "A"

LEGAL DESCRIPTION OF THE PROPERTY

THE FOLLOWING DESCRIBED REAL PROPERTY LOCATED IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA:

PARCEL 1 OF PARCEL MAP 85-257, AS PER MAP FILED IN BOOK 218, PAGE 5 & 6, INCLUSIVE, OF PARCEL MAPS, OFFICIAL RECORDS, ORANGE COUNTY, CALIFORNIA.

East Coast Hwy
UP 3342

E M E R A L D A S S O C I A T E S

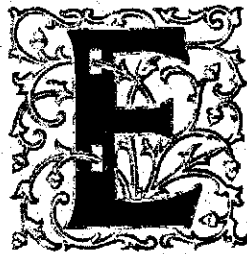
December 21, 1989

Mr. Jim Hewicker
Planning Director
City of Newport Beach
3300 Newport Blvd.
Newport Beach, CA 92663

Dear Jim:

The California Coastal Commission recently granted final approval of our assisted care senior residential project on the corner of Coast Highway and Hazel Avenue in Corona del Mar.

Beginning Tuesday, December 26 through Friday, December 29, buildings currently on the property will be razed in preparation for construction. Hopefully, you will not experience any inconvenience.



The full construction schedule has not been finalized yet, but once grading commences an attractive fence will surround the property. We will keep you advised of our construction schedule throughout the project.

We are excited about being able to provide Corona del Mar with a beautiful turn-of-the-century-style building on a site that has traditionally been an eyesore to the community. If you have any questions regarding the development, please contact me at 476-0880.

We look forward to becoming one of your neighbors.

Sincerely,

Jon Christeson

EMERALD VILLAGE
ASSOCIATES, INC.
4770 CAMPUS DRIVE
SUITE 100
NEWPORT BEACH
CA 92660
TEL: (714) 476-0880
FAX: (714) 476-0878

RECEIVED BY
PLANNING DEPARTMENT
CITY OF NEWPORT BEACH

DEC 26 1989
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM



DATE: 19 MAY 1989
SUBJECT: EMERALD VILLA

A meeting to review the Emerald Villa project located at 3901 East Pacific Coast Highway was held at Fire Department Headquarters to resolve issues and concerns related to Construction type, Building area, Building height, and Emergency accesses. In attendance were; Mr. Craig Si Teller and Mr. William M. Todd representing Doris Architects and Emerald Village Associates, Inc.. The Building Department was represented by Fysal Jurdi, The Planning Department by Bill Ward and the Fire Department by Chief Reed, Chief Arnold, Fire Marshal Brown, and Acting Deputy Fire Marshal Upton.

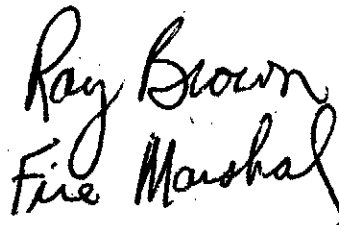
After a review of the types of construction, the building height, number of floors, area separation walls, emergency accesses and water supplies it was decided by mutual agreement that the project as presented was feasible.

All in attendance agreed that the drawings presented lacked sufficient detail for further review and comment and that specific requirements regarding accesses, exiting, construction and fire flow would be made when the proper drawings are submitted.

respectfully



J. Upton
Act. Deputy Fire Marshal



Ray Brown
Fire Marshal

E M E R A L D A S S O C I A T E S

March 27, 1989

Ms. Wanda Raggio
City Clerk
City of Newport Beach
3300 Newport Boulevard
Newport Beach, CA 92658-8915

RE: Emerald Village City Council Hearing Date

Dear Ms. Raggio,

This letter is to request that the City Council, at its hearing tonight, set the Public Hearing date for our Emerald Village project for April 24, 1989, rather than the previously requested date of April 10, 1989.

We understand that the City Council is writing an implementation ordinance for Policy B-2 of the 1988 Land Use Element of the General Plan. As we have in the past, we desire to comply with all elements of the General Plan and feel that it would remove some possible confusion if we are heard after the second reading of that ordinance.

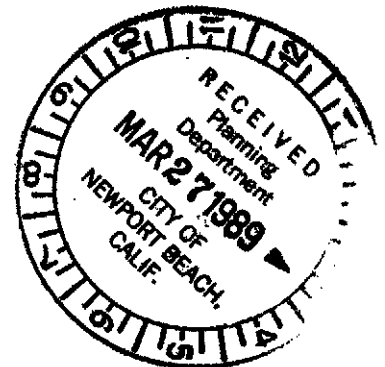
Thank you for your assistance in this regard.

Sincerely,


Jon E. Christeson
Vice President

cc. James Hewicker
William Ward ✓

EMERALD VILLAGE
ASSOCIATES, INC.
4770 CAMPUS DRIVE
SUITE 100
NEWPORT BEACH
CA 92660
TEL: (714) 476-0880
FAX: (714) 476-0878



February 28, 1989

Mr. W. William Ward, Senior Planner
Planning Department
City of Newport Beach
3300 Newport Boulevard
Newport Beach, CA 92658

Re: Emerald Village Assisted Living Facility

Dear Bill:

The purpose of this letter is to outline the steps we have taken in order to conform the Emerald Village project to both the letter and the spirit of the Land Use Element of the 1988 General Plan (the "LUE"). We feel that Emerald Village fulfills numerous important provisions of the Land Use Element and reflects major policy goals of the City Council. In order to illuminate the importance of this project to the City, we have organized this letter into three sections:

- Section 1:** A review of Policy A of the Land Use Element regarding use.
- Section 2:** Calculations of our traffic generation according to the methodology established in Policy B, implementation step 2 for variable Floor Area Ratios ("FAR").
- Section 3:** Calculations of the alternate uses allowed for the site under the LUE and brief comments on both the building sizes allowed for each use and the traffic generation which would result from each use.

EMERALD VILLAGE
ASSOCIATES, INC.
4770 CAMPUS DRIVE
SUITE 100
NEWPORT BEACH
CA 92660
TEL: (714) 476-0880
FAX: (714) 476-0878

Section 1: Policy A and Senior Housing

Policy A strongly encourages a diverse community with the needs of our citizenry distributed throughout the neighborhoods. Senior Citizen housing is specifically mentioned within the implementation steps of Policy A as well as other places within the LUE as an approved use for any zone within the City, provided it does not create more traffic than the underlying use designated for any particular site. These statements were placed in the LUE in order to counter a longstanding trend in the City to segregate vital uses into remote or undesirable neighborhoods. For example, all the care facilities provided in this City to date have been in a the industrialized neighborhood behind Hoag Hospital. The City's first modern Congregate Facility (approved with an FAR of 1.46 and a parking ratio of .29) is currently under construction on Superior Avenue. This is not a residential location that any of us would find appealing or in any way similar to where we are currently living. The LUE clearly recognized that seniors are not a 'used commodity' to be sent to the least desirable corner of the community, but that they are to be integrated into the fabric of the neighborhoods in which they already reside. To portray Emerald Village as importing a problem into Corona del Mar which would otherwise not exist is to continue the denial and segregation of our seniors' needs which the first policy of the new LUE seeks to eliminate! Emerald Village clearly fulfills Policy A of the LUE by meeting these needs right in the neighborhood in which they exist.

Section 2: Policy B, Floor Area Ratios and Traffic

Policy B seeks to encourage the redevelopment of older or underutilized properties (of which the A.T. Leo's site is a classic example) as low traffic generators as opposed to high traffic generators. It is hard to imagine a more important goal within the General Plan or a

higher priority among the citizens of our town. How does it seek to do that? By providing property owners "greater incentive to engage in uses which are low traffic generators" on these sites instead of more of the same noisy and busy restaurants, stores and offices. Objective analysis has repeatedly shown that Emerald Village represents the lowest possible traffic generator for this site and in fact, causes a significant net reduction in traffic from the existing uses on the site!. The 1988 Kunzman Study (which assumes a viable restaurant and retail in the existing building), projected a traffic load from the existing building of some 670 car trips per day. As we will summarize below, we are reducing the existing traffic by a factor of approximately two thirds. We believe that this is somewhat unprecedented in the history of development in Newport Beach, and should be encouraged not discouraged.

To implement Policy B of the LUE, the City established various floor limits on our site of .5 to .75. Step 2.A. of Policy B (Page 6) dictates that we multiply the square footage of the site (66,900) times the base FAR of .5 for a result of 33,450 base square feet. We then multiply this hypothetical base building times 60 trips per 1,000 square feet to produce the maximum allowable vehicular trips per day of 2,010. Similarly, using the factor of 3 trips per 1,000 square feet for peak hour traffic we have a peak hour limit of 100 vehicular trips. These two numbers, 2,010 and 100, serve as limits to test whether we can exceed the .5 base FAR. We skip over Step B and Step C because they do not apply to our use. In Step D then, we calculate the ultimate traffic impact of our project as follows:

Using the data provided by the Kunzman Associates Traffic Study, we see that Senior Housing has a average daily trip factor of 2.6 per unit. 2.6 trips times 85 units equals 221 trips per day. Since 221 divided by 2,010 yields a ratio of only 11% of the maximum trips, we are allowed to exceed the base FAR according to the test of average daily trips. (As an interesting side note, Professor Regnier from U.S.C. estimates the average daily trips from Personal Care Senior Residences are as low as 1 to 1.5 trips per unit per day. Utilizing the higher 1.5 trip ratio, our project would generate a mere 128 trips per day, or 6% of the maximum permitted traffic load.) Similarly, Kunzman estimated that our peak traffic load would be .15 trips per unit. 85 units times .15 trips equals 13 peak hour trips or 13% of our allowable peak hour trips, again, substantially inside the limits. It is clear then that we fulfill the tests of Policy B, Step 2, A and D; that the proposed use does not exceed the traffic generation limits. Having passed the traffic test, we must deal with the four final conditions to earning the .75 maximum FAR which are spelled out on page 6.

Condition 1 is a discretionary review by the City, which is being conducted by virtue of this CUP process. Condition 2 is a finding that the building tenants would be restricted to Senior Citizens, which is clearly our intention and easy monitor as a condition over the life of the project. Condition 4 is similar: the recordation of a deed restriction binding the current, as well as future owners, to Senior Citizen assisted living housing. Therefore, the key provision of this section is Condition 3 which requires a finding that the increased FAR does not cause abrupt scale relationships with the surrounding area. In this regard, Emerald Village fulfills not only the letter of the law but the spirit as well. By every objective test of scale relationship in the zoning code, Emerald Village sets a standard which exceeds the requirements of the Zoning Code by 100 to 200%. To wit:

To begin with, every required setback is exceeded by a minimum of 100% over the code requirement. Most notably, the LUE requires a 25 foot setback on the Bulk Gully property line, whereas our actual set back varies between 60 and 110 feet. In addition, our front setback varies between 35 to 110 feet, most of which is landscaped open area and not simply a paved parking lot. Our total site landscaping ratio is 63%! A building with almost a half acre of landscaped front yard certainly does not create any 'abrupt scale relationships.' These architectural features are unique in the entire Corona del Mar strip and are facilitated by voluntarily placing all parking in a subterranean structure, a fact on which we will comment more below. The second area with which we have more than complied with is our height. Although Emerald Village is a multi-level building, the sloping topography of the site provides the opportunity to step the building down in several places. Despite having a height restriction of 32 feet variable to 50 feet, the bulk of the building is 30 feet or less from existing grade and the wing which is closest to Bulk Gully averages approximately 23 feet to the ridgeline. These are important facts for two reasons:

- 1) On the eastern edge of the property the existing building is some 26 feet tall (measured to the edge of a parapet of a flat roof, which is a much harsher visual line than the ridge of a hipped roof.) It seems somewhat strained to declare a building that is shorter than the existing building in key areas 'to cause abrupt scale relationships.'
- 2) All of these height measurements are taken from the peak of a beautiful hipped roof. In many locations, the distance from grade to the eave of the roof is as little as 17 or 18 feet. This is a totally appropriate scale and entirely compatible to neighboring houses and in fact less than or equal to the Five Crowns immediately next door.

Although this last condition pertaining to 'abrupt scale relationships' could be very subjective, the height and setback requirements of the LUE and the Zoning code form a clear, objective standard of what 'abrupt scale relationships' are. Since the setbacks and building heights are significantly under all code requirements Emerald Court more than fulfills this remaining condition to the granting of an FAR of .75.

A point of interest is the fact that as a multi-family residential use, we have placed units inside the hipped roof, making them invisible from the street. So although the height is measured to the top of the roof, the visual appearance of the building from Coast Highway is that of a 2-story building. In addition, we have placed most of our common areas, that is the spaces which residences do not live but in which they partake of the common dining and recreation, as well as the kitchen, offices, and laundry, etc. below grade. These design factors contribute to making the visible floors of the building read to the passing observer the same as a building with a floor area ratio of about .4. Any commercial building of .5 FAR would all be above grade, with a flat roof and a parapet, creating a significantly 'heavier' visual mass. As a result, with Emerald Village the community gets the traffic reduction of the Senior Housing but the visual benefit of a building about half its actual size.

In closing this section of policy B, we would like to make two additional comments. The first is that approving Emerald Village at a floor area ratio of .75 sets no precedent that other commercial uses could be approved above the .5 FAR because of the very precise methodology outlined in the General Plan. In other words, approving a Senior Housing Project at .75 does not allow a restaurant or an office building or a retail facility to be built anywhere in Corona del Mar bigger than the General Plan .5 FAR. This was a major

concern a year ago when the General Plan was more vague in regards to floor area ratios. The second point is that, to deny the .75 FAR in the face of these incredibly low traffic generation numbers would be to pardon the phrase, hypocritical. On the one hand, the variable FAR exists to reduce the square footage of the highly intensive users, such as restaurants. It would then be very counter productive to the City's desire to encourage low traffic users to deny the variable FAR increase to a user which generated about 13% of the allowed daily trips. It is impossible for senior housing to compete with retail and restaurants for land on a foot for foot basis. To deny the variable FAR at Emerald Village is to ensure the development of more commercial uses with all their attendant noise and traffic and to defeat the goals of Policy B.

Section 3: Alternate Uses under the LUE

Statistical Area F-9 the Corona del Mar commercial strip is designated for a wide variety of retail and service commercial, administrative, professional, and financial commercial uses.

For discussion purposes, these uses fall into four categories.

1. Restaurant
2. Retail
3. Office Building
4. Hotel/Inn

Since the defeat of the Emerald Village proposal would undoubtedly give rise to development of one of these uses (which do not require a Use Permit), Emerald Associates conducted a detailed analysis of the impacts of these uses. Utilizing the same floor area ratio methodology outlined above we find that restaurant uses must be built below the .5 FAR. Likewise, we find that a hotel is eligible for the .75 FAR, by virtue of its lower traffic generation. The detailed calculations and a table outlining all of the building

characteristics of each of these four uses is attached as Exhibit "A", however, let me make several salient observations about this data.

The first observation is that the hypothetical restaurant, retail facility, or hotel would each generate in excess of 1100 car trips per day, with the retail at 1333. All of them generate the full compliment of 100 peak hour trips. The office would fall somewhat behind that with 435 total daily trips, but of course a heavy peak load of 77 rush hour trips. Our understanding is that the retail and the office could be built without discretionary reviews at the .5 FAR or less and yet generate as much as 6 times the traffic as the Personal Care Facility. The second observations is that each of these four uses require significant parking, with retail, for example requiring approximately 133 spaces. Obviously much of this parking is going to be provided in a parking structure. The most economic parking structures are built above grade not below grade. Page 20 of the Land Use Element of the General Plan provides that up to .25 floor area ratio of above grade parking structures are not included in the base floor area ratio calculations of new buildings. As a result, although the retail and the office building are limited to .5 FAR, or approximately 33,450 sq. ft., with the addition of the inevitable parking structure, the above grade portion of that parking structure would actually generate a building mass of .75, exactly the same as our total facility. Therefore, to deny the Senior use at .75 is to invite a retail use at .75 but with 1333 trips instead of 221 trips. Without saving any building mass, the traffic numbers have gone to the moon! In addition, there is going to be a minimum of landscaped open space. Our calculations indicate that the maximum landscaped open space on the site would be about 30% (mostly in Bulk Gully) versus the 63% provided by Emerald Village.

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Bill Ward

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Finally, allow me to comment on the result of the recent idea to change the use from commercial to residential. The first argument against this idea is that the City just went through an exhaustive General Plan amendment process, and the result of that process was to reaffirm this property as a commercial designation. The second argument against a change to single family is that luxury housing directly on Coast Highway is an unattractive proposition to most people. The third argument relates to the enlarged floor area ratio of residential uses in old Corona del Mar.

Regardless of the designation, attached, detached, 16, 18, or 22 units, the floor area ratio for all residential in Corona del Mar is 1.5. Residential FARs are calculated differently, but regardless of the configuration, whether 16 very expensive houses, 22 more affordable houses or something in between, the total project could readily approach 70,000 square feet. Assume twenty 3,000 square foot houses (which are very average houses today) plus their three car garages. Since all this construction is above grade, this produces a total square footage of 72,000 of above grade construction, for a total FAR of 108%, well within the limits, but significantly larger than Emerald Village. In addition, Senior Housing is allowed in a residential zone, as spelled out on page 20 of the Land Use Element. Therefore, a zone change or a General Plan amendment does not preclude the same project, but in fact, raises the floor area ratio by another 20,000 - 30,000 sq. ft. One final note relates to the potential height of a residential project. Recall that all of our height measurements are taken at the ridge. The same roof on a residential project, without the dormer-style units, would classify as a 24-25 foot roof, and would therefore fit inside the single family height limits established in the code. In conclusion, a single family use could be significantly larger, and just as tall as Emerald Village.

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3901 E. Coast Highway Use Analysis	Existing Uses	Restaurant	Retail	Office	Inn/Hotel	S.F.	Residential	Personal Care-Kunzman	Care-ADTs	Personal Care Regnier	ADTs
Allowable Floor Area for Each Use:											
Average Daily Trips per 1000 Feet or Unit	50.80 trips	67.00 trips	40.00 trips	13.00 trips	10.00 trips		11.00 trips	2.60 trips		1.50 trips	
Floor Area Limit as a function of ADTs	39,508 sq. feet	29,955 sq. feet	50,175 sq. feet	154,385 sq. feet	201 units		182 units	772 units		1,338 units	
Peak Hour Trips per 1000 Feet or Per Unit											
Floor Area Limit as a function of Peak Hour trips	3.88 trips	5.10 trips	3.00 trips	2.30 trips	0.90 trips		1.10 trips	0.15 trips		0.15 trips	
	25,773 sq. feet	19,608 sq. feet	33,333 sq. feet	43,478 sq. feet	111 units		91 units	667 units		667 units	
Floor Area Limit, determined as:											
The lesser of the two limits above, Not to Exceed:	25,773 sq. feet	19,608 sq. feet	33,333 sq. feet	43,478 sq. feet	111 units		91 units	667 units		667 units	
a. 33,450 Feet for Office (50%)	N.A.	N.A.	N.A.	33,450	50,175 sq. feet		83,625 sq. feet	50,175 sq. feet		50,175 sq. feet	
b. 50,175 Feet for Commercial (75%)											
c. 62,115 for S.F. Res. (150% of site less setbacks)											
d. Or, an amount determined by other criteria:	12,500 sq. feet				111 units		20 units	85 units		85 units	
-Final Floor Area Reconciliation-	12,500 sq. feet	19,608 sq. feet	33,333 sq. feet	33,450 sq. feet	49,950 sq. feet		60,000 sq. feet	50,575 sq. feet		50,575 sq. feet	
(Projected Gross Area per Residential Unit)					450 feet each		3,000 feet each	595 feet each		595 feet each	
Most Likely Building Design:											
Number of Floors	1 floor	2 floors	2 floors	2 floors	3 floors		2 floors	3 floors		3 floors	
Height Above existing Grade	27	14+14+4=28	14+14+4=28	12+12+4=28	10+10+10=30		10+10+6=25	10+10+10=30		10+10+10=30	
Building Footprint (Size / Stories)	12,500 sq. feet	9,804 sq. feet	16,667 sq. feet	16,725 sq. feet	16,650 sq. feet		30,000 sq. feet	16,858 sq. feet		16,858 sq. feet	
Parking Spaces Required (code or existing)	78 spaces	368 spaces	133 spaces	134 spaces	26 spaces		60 spaces	43 spaces		43 spaces	
Parking Area Required	27,344 sq. feet	128,676 sq. feet	46,667 sq. feet	46,830 sq. feet	19,425 sq. feet		12,000 sq. feet	14,875 sq. feet		14,875 sq. feet	
Anticipated Parking Configuration	Surface	Above and Below-grade	Above-grade Structure	Above-grade Structure	Above-grade Structure		2-car gar. above-grade	Below-grade Structure		Below-Grade Structure	
Paved Circulation and Access	Incl.	6,000 sq. feet	6,000 sq. feet	6,000 sq. feet	8,000 sq. feet		10,000 sq. feet	8,000 sq. feet		8,000 sq. feet	
Surface Parking & Garage Footprint	27,344 sq. feet	30,363 sq. feet	23,363 sq. feet	24,363 sq. feet	11,063 sq. feet		11,996 sq. feet	0 sq. feet		0 sq. feet	
Remaining Landscaped Open space	27,056 sq. feet	20,734 sq. feet	20,871 sq. feet	19,813 sq. feet	31,188 sq. feet		14,904 sq. feet	42,042 sq. feet		42,042 sq. feet	
Total Projected Above-grade Construction	12,500 sq. feet	36,333 sq. feet	50,058 sq. feet	50,175 sq. feet	66,675 sq. feet		68,000 sq. feet	50,575 sq. feet		50,575 sq. feet	
Overall FAR (Above-grade building / Site)	19%	54%	75%	75%	100%		102%	76%		76%	
Average Daily Trips from this use:	635 trips	1,314 trips	1,333 trips	435 trips	1,110 trips		220 trips	221 trips		128 trips	
Peak Hour Trips from this use:	49 trips	100 trips	100 trips	77 trips	100 trips		22 trips	13 trips		13 trips	
Other Considerations											
Financial Feasibility	None	Good-see Five Crowns	Expensive, risky	Poor location	Risky		Break-even only	Oldest Population in Orange County			
Need in the Community	Little	Little	Average	Overbuilt	Overbuilt		Would sell if noise not too high	Very High-nothing of its kind			
Noise and Obtrusiveness to Neighbors	Average to high	High	Average	Low	Average to high		Low	Very low			
Probable Design	Flat Roof/Exposed AC	Theme -anything	Flat Roof 2 story 'mall'	Flat Roof	Village/chateau		Pitched Roof-Theme?	Village/chateau			
Probable Materials	Masonite and Stucco	Indeterminate	Masonry and Stucco	Masonry and Glass	Masonry and Stucco		Cedar and Stucco	Masonry and slate			
Overall Aesthetic Character	Very Low	High unless gaudy	Average to High	Corporate	High		Average	Most landscaping and best materials			

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Paved Circulation and Access	Surface	Above and Below-grade	Above-grade Structure	Above-grade Structure	Above-grade Structure		2-car gar. above-grade	Below-grade Structure	Below-Grade Structure
Surface Parking & Garage Footprint	Incl. 27,344 sq. feet	6,000 sq. feet	6,000 sq. feet	6,000 sq. feet	8,000 sq. feet		10,000 sq. feet	8,000 sq. feet	8,000 sq. feet
	30,363 sq. feet	23,363 sq. feet	24,363 sq. feet	11,063 sq. feet	11,996 sq. feet		0 sq. feet	0 sq. feet	0 sq. feet
Remaining Landscaped Open space	27,056 sq. feet	20,734 sq. feet	20,871 sq. feet	19,813 sq. feet	31,188 sq. feet		14,904 sq. feet	42,042 sq. feet	42,042 sq. feet
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Average Daily Trips from this use:	635 trips	1,314 trips	1,333 trips	435 trips	1,110 trips		220 trips	221 trips	128 trips
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Overall Aesthetic Character	Very Low	High unless gaudy	Average to High	Corporate	High		Average	Most landscaping and best materials	

QUESTIONS AND RESPONSES

1 What will the people be like who move into this housing facility?

The older, less physically able person is the primary client for assisted care housing. From past experience we can predict with some level of accuracy the type and composition of individual attracted to this type of living arrangement.

We can expect the average age at move-in will be between 75 and 80 years of age. Because of the 7 year life expectancy difference in men and women, the vast majority will be female. We might expect that 80-85% would be single females, 5-10% single males, and 7-15% couples. Most will make a move to this facility because of a change in their health status. We might expect in the beginning that as many as 40-50% would need some type of ambulatory aide like a cane, walker or wheelchair to get around. As the facility ages this could increase to as much as 65-70%

The vast majority of the resident population will be mentally alert, engaging individuals who have led interesting lives. Their major problem will be physical impairments. Many of these impairments will be caused by severe chronic conditions like arthritis or heart disease. A few will have experienced mild memory loss problems and on occasion may be confused.

Housing projects such as this have a strong neighborhood/local community orientation. We would expect the majority of residents will come from a surrounding 3-5 mile radius. These will either be life long members of the community who have chosen this setting to stay within a familiar neighborhood/city context or they will have moved because they have family in the immediate area and want to be close to their children and grandchildren.

Their socio-economic status will mirror that of the surrounding community and is likely to be upper-middle class. Most will have selected this facility in a deliberate move to maintain their independence by using a housing type which provides them assistance with dressing, grooming and ambulation. Others, who may have recently moved from an isolated dwelling unit, will find the community aspects of this living arrangement attractive. In this setting they can engage themselves in stimulating activities or establish new friends and social contacts. In general, we can expect this place to house the generation of residents who are responsible for building the Newport Beach community and who want to stay engaged with the community and the city as long as they are able to do so.

2 What will these people be like as neighbors?

These older, frail residents will not cause any negative impacts on the surrounding context. Once they move into the facility they will likely stay until they die or are moved to a skilled nursing facility. We might expect a maximum of 20% will eventually live to be old and frail enough to require 24 hour medical supervision in a nursing home setting. In general, we can expect the average stay to be in the range of 3 to 5 years.

Because their ambulatory abilities are limited and because they have little need to make trips outside of the facility for shopping and personal business, trip making behavior will be limited to their unit, the common activity area and the outdoor patios surrounding the building. Most of the trips outside of the facility will be in the limo/van provided by management or as passengers with family members.

The nature of medical emergencies that require paramedic assistance rarely, if ever, require the use of a siren for emergency transportation to the hospital. Facility personnel trained in CPR techniques are normally alerted first and stabilize the resident.

3 How does assisted care differ from skilled nursing and congregate housing?

Assisted care (or personal care as it is sometimes referred to), is a form of housing that falls halfway between congregate care and skilled nursing care. It is a relatively new housing type which originated in Europe. It was first implemented in the United States about 20 years ago in larger continuing care retirement communities (CCRC) as a step in the continuum of care they provided. For example, Regents Point is a CCRC and has an assisted care unit. CCRC providers were troubled by the fact that residents who had difficulty in getting to the dining room or needed self maintenance help had no alternative but to move into a nursing home environment. The purpose of assisted care was to provide the resident who needed extra help with bathing, dressing, grooming, and ambulation with a residential alternative. Overnight, rates of institutionalization fell in the continuing care facilities that created assisted care units and the notion of assisted care as a "stand alone" independent model began to be implemented outside of CCRC's.

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The major difference which separates nursing care from assisted care is the need for 24 hour medical supervision. The main difference between congregate care and assisted care is the amount and type of helping service provided to the older person. Typically, congregate facilities will ask a resident to leave when they become unable to walk unassisted to the dining room. From a staffing perspective assisted care is similar to congregate housing except that a greater number of personal care assistants are needed to provide the help these residents require.

4 What will the parking demand be like and what number of trips off-site can we expect residents, staff and visitors to generate?

Residents who seek this level of housing and service support will do so because they are currently experiencing difficulty maintaining their independence. One important component of that struggle is operating a motor vehicle. Often children sense the older person's reaction time and visual/sensory losses are so great they place themselves at risk and will take the car away. In other cases these same losses will lead to a license being revoked or not being renewed.

The major parking demand will be by staff. Because the staffing pattern has a 24 hour cycle the greatest peak demand is usually between shift changes in the afternoon. Because many employees are lower paid service workers, car pooling and dependence on public transportation is common. This further reduces the need to park cars on the site. The peak parking demand will be in the range of 20-25 cars with a normal staff load of 15-20 cars.

Visitor traffic is concentrated on the weekends when lower staff loads are present. In most facilities the drop in staff demand on the weekends will compensate for the added visitor demand. Sadly, the number of visitors is not as great as we might hope. Furthermore, when visitations occur they are often of very short duration (less than 30 minutes) or they involve off-site trips to recreational events or to destinations like restaurants. Most residents, if they are able to, prefer to leave the site rather than entertain family and friends in their units or in the common areas. The parking demand for visitors will likely be greater in the afternoon and could be as high as 10-15 cars on the weekend. During

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the weekdays peak demand could be estimated at around 5-7 cars. Because this is an issue which many municipalities are concerned with some data are available from other facilities. The following table reports on the parking demand observed for 8 facilities in the Beverly Hills area for 3 time periods on weekends and weekdays. As you can see from the table a relatively low level of parking demand is present.

		10 am in use 3	2 pm in use 3	6 pm in use 3	total spaces	No. apts.	Peak Demand # of Units ₂	# of Spaces # of Units
Beverly Carmel Ret. Home	Fri.	10	11	8	62*	90	.12	.68
8750 Burton Way	Sat.	7	6	5	1			
Los Angeles	Sun.	7	10					
Mount Carmel Ret. Home		10	11	5	44*	80	.16	.55
8755 W. Olympic Blvd.		10	12	5	1			
Los Angeles		9	13	-				
Olympic Carmel Ret. Home		13	11	5	48*	80	.16	.60
8717 Olympic Blvd.		10	11	6	1			
Los Angeles		10	11					
Beverly Hills Ret. Home		2	4	0	48*	65	.06	.74
1019 S. Wooster		1	1	2	1			
Los Angeles		2	3					
Beverly Hills Gardens		8	2	3	40	55	.15	.73
1470 S. Robertson		4	3	5				
Los Angeles		5	3					
Beverly Carlton Ret. Home		10	11	6	45*	90	.12	.50
9400 W. Olympic Blvd.		9	7	6	1			
Beverly Hills		9	7					
Westwood Plaza Ret. Home		8	8	4	47	70	.17	.67
2228 Westwood Blvd.		8	12	3				
Los Angeles		7	9					
Brentwood Manor		12	13	5	42*	100	.15	.42
1449 Wellesly Ave.		11	15	5	1			
Los Angeles		9	12					

- Footnotes: 1. More than 50% of the parking spaces were tandem arrangements
2. Highest parking demand over 8 sample periods used as numerator
3. These are gross counts including all cars (resident, employee, visitor)

In terms of trips/day/unit a conservative estimate would be in the range of 1.0 to 1.5 trips/day/unit. Keep in mind that peak traffic load is rarely an issue because there is no predictable trip pattern (like there might be for residents making a trip to work at a specific time). The trip patterns are spread throughout 3 shifts and visitor trips are short and are often at different times of the day. Most of the trips taken off-site by residents will be group trips in a limo/van.

5 Is 108 dwelling units large for a facility of this type?

In order to make comparisons with conventional apartments, it is important to recognize that the small average unit size (325 square feet) and predominance of single occupied units (95%) make this comparable to 35 to 40 2 bedroom apartments. The scale of the project and its massing is more like a modest sized apartment complex.

Most modern, full service "stand alone" personal care arrangements that are not connected to a nursing home or to congregate apartments require a minimum of 125 - 150 units to provide a critical mass for the provision of therapy services and the amortization of expensive fixed equipment items. Projects smaller than this are very uneconomical to manage and subsequently charge more for a comparable unit or provide fewer flexible services. Critics also argue that projects of over 200 units are too large for effective mutual recognition. A more intimate sense of community is achieved when the place is small enough that everyone can recognize or know one another.

6 Is the site a good one for assisted care?

Yes. Although the location criteria for facilities like this are less stringent than for congregate facilities which house residents that are more ambulatory, sponsors are concerned about selecting a site that is considered accessible to residents both physically and psychologically. Centrally located urban settings are popular because they are easy for staff and visitors to access. The site should be one which is perceived by older residents as a good area of town. In addition to psychological fit, it is useful for the site to be located near public transportation for employee access and within the vicinity of a hospital which provides geriatric services and has a publically accessible emergency room.

7 Is there a need for this type of housing now and in the future?

In the last 20 years we have seen an enormous increase in the number and percentage of persons over age 65. Between 1980 and the year 2000 the greatest population gains will be in the oldest age cohorts (age 80+). In fact, conservative census projections forecast a 129% increase in the 85+ population. This is a rate 8 times higher than projected general population growth. These are long term trends which will begin to abate in 2030 when the last cohort of baby boomers move into old age.

The number of facilities available to receive this onslaught of older persons is minimal. In fact many of the existing facilities are old and stylistically institutional in their design and in their service/management philosophy. The lack of these facilities for this oldest segment of the population may cause older citizens who have lived in Newport Beach for most of their lives to seek a retirement setting in another city. Conversely, the lack of facilities may also force older residents who need support and supervision to try and live independently in their homes. For some of these people driving to and from the store and isolating themselves will cause a hazard to themselves as well as the community. A facility like this will allow these individuals to live independently using services to supplement lost abilities. Moving to settings like this has been shown to forestall premature institutionalization by providing the resident with good preventive medical care, excellent nutrition and a safe hazard-free environment. The largest single event that leads to institutionalization are broken hips caused by poor nutrition and falls on stairs and in bathrooms.

Finally, well designed and expertly managed facilities like the one proposed set a positive precedent in the community by raising the standards of excellence under which all existing and proposed facilities will be judged. The project as proposed will establish a very positive example of assisted care in the community not only directly helping Newport Beach but by its example aiding the entire industry, which is continually searching for good, creative, innovative solutions to this building type.



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BIOGRAPHICAL SKETCH AND QUALIFICATIONS
OF VICTOR REGNIER AIA

Victor Regnier is an Associate Professor with a unique joint appointment between the School of Architecture and the Leonard David School of Gerontology at the University of Southern California. He holds the only joint appointment between a school of architecture and a school of gerontology in the country.

Professor Regnier has published two books, as well as numerous articles and monographs dealing with various aspects of housing for the elderly. In his most recent book, Housing for the Aged, (Elsevier, 1987), he has translated social science research regarding housing for the elderly into policy and design directives for architects and design decision makers.

He has been principal investigator of nine major research grants. His latest project is a programming and research study for the Los Angeles Childrens Museum.

Professor Regnier is a registered architect and maintains an active consulting practice. Among his present and past clients are the cities of Santa Monica, Long Beach and Riverside, Retirement Inns of America, The Charles Shaw Company, American Medical International, The Marriott Corporation and Pacific Scene Inc. He has completed numerous research and feasibility studies in the last 14 years and has received several awards for his work, including the 1986 American Society of Landscape Architects Merit Research Award for a National Endowment for the Arts sponsored investigation of outdoor spaces in housing for the elderly. His most recent award is a 1988 Progressive Architecture Citation for Research.

Professor Regnier holds a Master of Architecture from the University of Southern California. Before joining the USC faculty, he was an Associate Professor with a joint appointment between the Graduate Program of Housing in the School of Architecture and the Program of Housing Research and Development at the University of Illinois, Champaign-Urbana.

victor regnier

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Architects Collective, Tulsa, OK
Anshen and Allen, Beverly Hills, CA
Bobrow-Thomas & Associates, Los Angeles, CA
Building Diagnostics, Boston, MA
Carl Maston FAIA Architect, Los Angeles, CA
City West, Beverly Hills, CA
Cranston Securities, Columbus, OH
de Bretteville and Polyzoides, Los Angeles, CA
Gerontological Planning Associates, Santa Monica, CA
James Design Associates, San Antonio, TX
Koning Elzenburg, Architecture, Santa Monica, CA
Litigation Sciences, Palos Verdes, CA
Malcolm, Withee Partnership, Hermosa Beach, CA
McCune, Gerwin and Partners, Los Angeles, CA
Molnar/Ormenyl & Associates, Los Angeles, CA
Mutlow-Dimster Partnership, Los Angeles, CA
Pacific Health Resources, Los Angeles, CA
The Brighton Group, Pasadena, CA

Sponsors of Housing & Nursing Homes:

American Medical International, Beverly Hills, CA
American Residential Properties, Boulder, CO
American Savings & Loan, Stockton, CA
American Senior Inns, Irvine, CA
AFCOM, Seal Beach, CA
Barnett Range Corporation, Stockton, CA
Brethern Hillcrest Homes, La Verne, CA
C. Dunn Inc., Paso Robles, CA
Community Redevelopment Agency of Los Angeles, Los Angeles, CA
DiCott Development, Los Angeles, CA
Drexel Corporation, Dallas, TX
Eskaton Hospital Corporation, Sacramento, CA
Marriott Corporation, Washington, DC
Medici Equities, Irvine, CA
Pacific Scene Inc., San Diego, CA
Pacific Union Development, San Francisco, CA
Pelican Properties, Santa Ana, CA
Retirement Inns of America, Los Angeles, CA
Sacramento Redevelopment Agency, Sacramento, CA
Sacred Heart General Hospital, Eugene, OR
Sage Development Corporation, Philadelphia, PA
Shaw Company, Chicago, IL
Sterling Properties, Denver, CO
Thomas Safran & Associates, Los Angeles, CA
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December 1987

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1986 Visiting Lecturer, Department of Architecture, School of Architecture and Urban Planning, University of Wisconsin - Milwaukee.

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1980-1983 Associate Professor, (Joint Appointment), School of Architecture, Program of Housing, Research and Development, University of Illinois, Urbana, IL.

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1973-1974 Vice-President, Gerontological Planning Associates, Santa Monica, CA.

1970-1971 Designer, William R. Eidson, AIA, Manhattan, KS.

1969 Architectural Assistant, Warner Burns Toan and Lunde, Architects, New York, NY.

1965-1968 Draftsman, Uri Selden and Associates, Kansas, City, MO.

FUNDED RESEARCH

Principal Investigator. Los Angeles Children's Museum Site Selection and Programming Study. Community Redevelopment Agency of Los Angeles. Los Angeles. CA. 1986-1987.

Principal Investigator. (subcontract) Santa Monica Community Service Center Programming Study. Koning-Eizenburg Architects. Julie Eizenburg. Principal in Charge. City of Santa Monica. Santa Monica. CA. 1986-1987.

Principal Investigator. (subcontract) Union Rescue Mission Architectural Programming Study. James Glass Co.. James Glass. Principal in Charge. Community Redevelopment Agency of the City of Los Angeles. 1985.

Co-Principal Investigator. Patterns for Designing the Office in the Home. National Endowment for the Arts. 1984-1985

Principal Investigator. Beverly Hills Congregate Housing Planning & Programming Process. Weiner Properties. 1984-85.

Principal Investigator. Outdoor Space Use in Housing for the Elderly: Implications for Site Planning and Design. National Endowment for the Arts. 1983-1984.

Principal Investigator. Urban Design Theory Building for Neighborhoods with High Concentrations of Older People. University of Illinois Research Board. Urbana. Illinois. 1980.

Principal Investigator. (subcontract) Determinants of Housing Choice Among Elderly: Policy Implications. MIT. Dr. Sandra Howell. Principal Investigator. Administration on Aging IVB Research Grant. DHEW. 1979-1981.

Principal Investigator. Senior Citizens Needs Assessment and Program Coordination for Riverside County. City of Riverside. Riverside. California. 1978-1979.

Principal Investigator. (subcontract) Community Analysis Techniques. County of Los Angeles. Leon Harper. Principal Investigator. Administration on Aging IVB Research Grant. DHEW. 1977-1980.

Co-Principal Investigator. Environmental Cognition and Spatial Abilities. National Institute of Mental Health. 1977-1980.

Co-Principal Investigator. Geriatric Health Care Project. City of Long Beach. Long Beach. California. 1976-1977.

Project Director. Environmental Planning and the Elderly Training Program. Alan Kreditor. Principal Investigator. Administration on Aging. DHEW. 1974. 1975. 1976.

FUNDED RESEARCH: CONSULTING

Programming & Design Consultant. Retirement Inns of America. Generic Program & Prototype Unit Design. Los Angeles. CA. 1987.

Programming Consultant. Burbank-Joslyn Multi-Service Adult Center. Mutlow-Dimster Partnership. Frank Dimster. Partner in Charge. City of Burbank. 1986.

Programming Consultant. Programming and Site Selection for the West Hollywood Civic Center. de Brettville and Polyzoides. Architects. Peter de Brettville. Principal in Charge. Los Angeles. CA. 1986.

Project Consultant. Santa Monica Multi-Service Center. Koning-Eizenburg Architects. Julie Eizenburg. Principal in Charge. City of Santa Monica. 1986.

Project Consultant. Los Angeles City Senior Needs Assessment. The Planning Group. G. Grisby. Principal Investigator. Los Angeles Area Agency on Aging, 1985.

Project Consultant. Union Rescue Mission Split Facility Plan. James Glass Co.. Community Redevelopment Agency of the City of Los Angeles. 1985. 1986.

Technical Consultant. Design for Aging Project. American Institute of Architects Research Corporation. DHHS. 1984-85.

Project Consultant. Pacific Springs Congregate Housing Prototype. Pacific Scene Properties. San Diego. California. 1984-85.

Project Consultant. Local Solutions to Housing Needs of the Elderly. Building Diagnostics. John Zeisel. Principal Investigator. DHUD. 1983-84.

Project Consultant. Galleria Elderly Housing Prototype. Barnett-Range Corporation. Stockton. California. 1983.

Project Consultant. Future Market Potential of Life Care Communities. USC. Jon Pynoos. Principal Investigator. American Medical International. Beverly Hills. California. 1983.

Project Consultant. Development of Research in Congregate Housing. University of Illinois Gerontology Center. Thomas Byerts. Principal Investigator. Retirement Research Foundation. Chicago, Illinois. 1980-1982.

Project Consultant. Housing and Social Service Needs of Retired California Teachers. USC. Jon Pynoos. Principal Investigator. Foundation to Assist California Teachers. Los Angeles. California. 1980.

Project Consultant. Mid-Rise Housing for Older People. Zeisel Associates. John Zeisel. Principal Investigator. DHUD. 1978-1980.

Project Consultant. Testing a Congruence Model of Aging and Mental Health. Wright Institute. Francis Carp. Principal Investigator. NIMH. 1978-1980.

Project Consultant. Intergenerational House Sharing, USC. Steve McConnell. Principal Investigator. Haynes Foundation. Los Angeles. California. 1978-1979.

Project Consultant. Social and Architectural Programming Services for Design of Skid Row Housing. Social Engineering Technology. George Rand. Principal Investigator. Community Redevelopment Agency of the City of Los Angeles. 1978.

Project Consultant. Developing Architecture Curriculum Materials in Aging. Gerontological Society. Leon Pastalan. Principal Investigator. AoA. 1976-1977.

Project Consultant. Presbyterian Homes Feasibility Study. USC. Paul Kerschner. Principal Investigator. Southern California Presbyterian Homes. Glendale, California. 1975.

Project Consultant. Senior Citizens Center Feasibility Study. USC. Paul Kerschner. Principal Investigator. Edna McConnell Clark Foundation. New York. New York. 1975-1976.

Project Consultant. Behavioral Mapping in Housing for the Elderly. MIT. Sandra Howell. Principal Investigator. AoA. 1974-1975.

Project Consultant. 1975 Regional Transportation Plan. Southern California Association of Governments. Transportation Section. Los Angeles. 1974.

HONORS AND AWARDS

1988 University Scholar. University of Southern California. Los Angeles. CA

1988 Progressive Architecture Citation for Research. (Los Angeles Children's Museum). Progressive Architecture.

1986 Merit Award in Research. (Behavioral and Environmental Aspects of Outdoor Space Use in Housing for the Elderly). American Society of Landscape Architects.

Fellow. Gerontological Society of America. 1982-

Center Fellow. UCLA/USC Long Term Care Gerontology Center, 1983-84.

1980 Award for Meritorious Planning. (Riverside Senior Citizens Needs Analysis). Southern California Chapter. American Planning Association.

1979 Award for Meritorious Planning. (Long Beach Geriatric Health Care System). Southern California Chapter. American Planning Association.

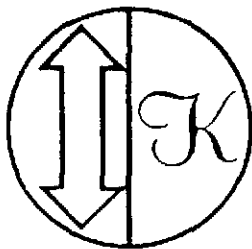
1979 Award of Distinction in Social Planning. (Long Beach Geriatric Health Care System). California Chapter. American Planning Association.

EMERALD VILLAGE
PERSONAL CARE FACILITY
TRAFFIC STUDY

Kunzman Associates

Transportation Planning • Traffic Engineering





Kunzman Associates

Transportation Planning * Traffic Engineering

February 16, 1988

Ms. Patricia Temple
Environmental Coordinator
City of Newport Beach
3300 Newport Boulevard
Newport Beach, CA 92663-3884

Dear Ms. Temple:

We are pleased to present this traffic impact analysis for the Emerald Village of Corona Del Mar Personal Care Facility. This analysis is in accordance with the requirements of the City of Newport Beach Traffic Phasing Ordinance. In addition we have reviewed the parking requirements of the project. We trust that this report will be of immediate as well as continuing value to the City of Newport Beach.

Should you have any questions, or if we can be of further assistance, please do not hesitate to call.

Sincerely,

Lee Royalty, P.E.

#808b

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EMERALD VILLAGE
PERSONAL CARE FACILITY
TRAFFIC STUDY

Kunzman Associates

Transportation Planning • Traffic Engineering



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1. Introduction

This report is an analysis of the traffic impacts of the proposed Emerald Village of Corona Del Mar Personal Care Facility in accordance with the requirements of the City of Newport Beach Traffic Phasing Ordinance.

The project is proposed for a site which is currently serving another land use. The existing land use generates traffic which contributes to existing service levels within the circulation system. A primary objective of the report is to determine the project's traffic impacts relative to this existing condition. As directed by City staff, the proposed project will only be liable for traffic impacts which would exceed those generated by the existing land use.

2. Project Description

Project Location

The project is located at the southeast corner of East Pacific Coast Highway and Hazel Drive in the Corona Del Mar district of Newport Beach (See Figure 1).

Proposed Development









The project is described as a 130 unit personal care residence for senior citizens. The typical dwelling unit is approximately 400 square feet and consists of a single bedroom/bathroom and living room. A minority of the units will be 300 square feet studio apartments. Kitchens will not be provided in any of the units. As a personal care facility, resident services are described as being provided at a higher level than typically available at a congregate care facility while still not providing licensed nursing care. Project facilities include a common dining area for full daily meal service, a beauty/barber shop and linen/laundry services. As is common with senior residential complexes, services include a full time staff and transportation services. The average resident is described as 75 to 80 years of age, single, and no longer maintaining or driving an automobile. The resident is frail but still ambulatory and not requiring nursing care.

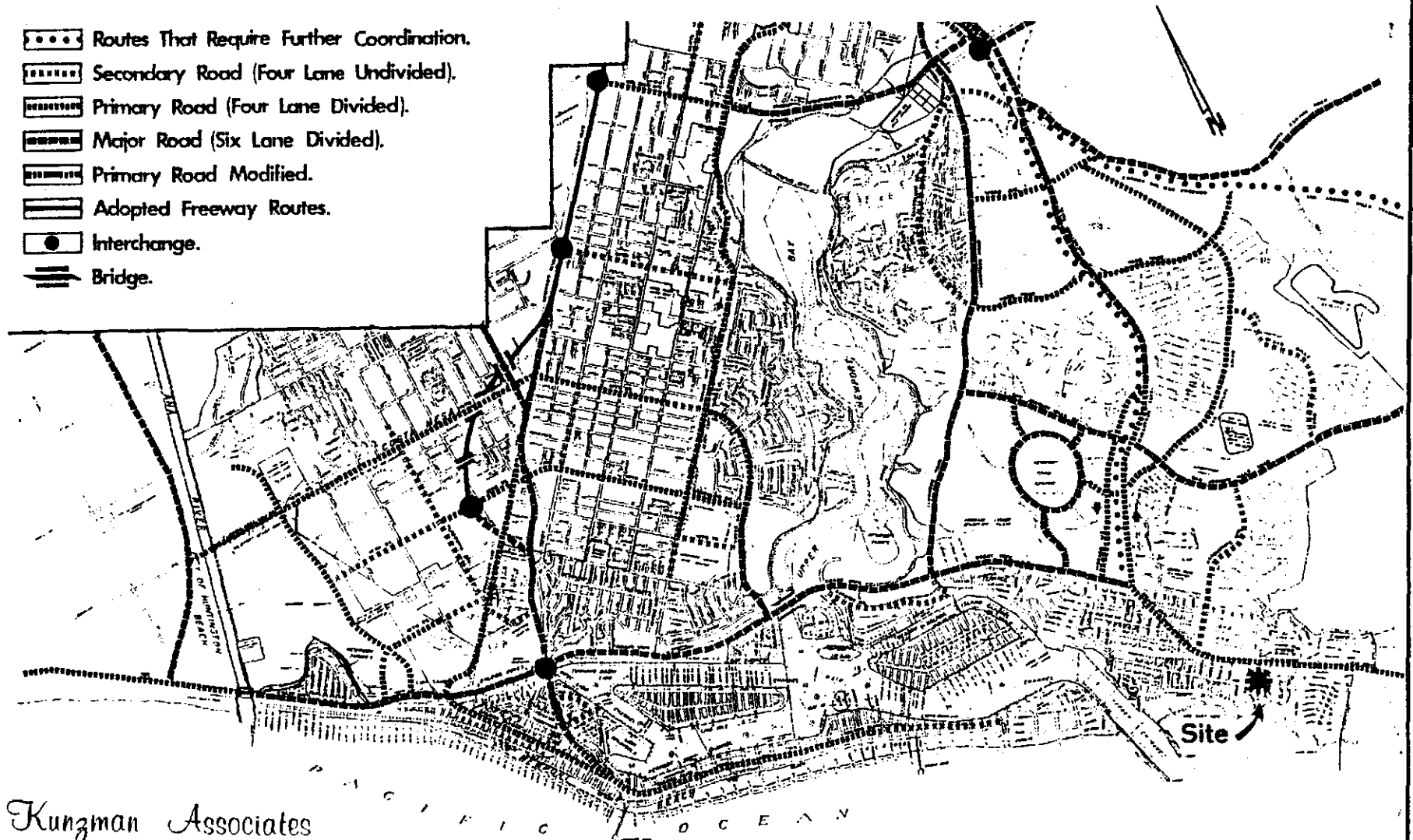
Existing Land Use

The project will be constructed on a site which is currently occupied by an existing 12,430 square foot one-story structure with surrounding ground level parking. The existing structure has been partitioned to provide a mixture of uses. The largest single use is a restaurant of approximately 4,930 square feet. The remaining 7,500 square feet is divided among a variety of specialty retail uses. The mixed use floor plan represents the current land use of the site.

Figure 1

Newport Beach Master Plan of Streets and Highways

-  Routes That Require Further Coordination.
-  Secondary Road (Four Lane Undivided).
-  Primary Road (Four Lane Divided).
-  Major Road (Six Lane Divided).
-  Primary Road Modified.
-  Adopted Freeway Routes.
-  Interchange.
-  Bridge.



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3. Existing and Project Traffic Generation

The traffic generated by a site is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are typically expressed in terms of trip ends per person, trip ends per employee, trip ends per acre, trip ends per dwelling, or trip ends per thousand square feet of floor area.

Table 1 provides trip generation information for the existing mixed retail commercial and restaurant land use. Table 2 provides trip generation information for the project 130 unit retirement apartment building.

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Table 1

EXISTING TRAFFIC GENERATION

Time Period	Trip Generation per 1000 Square Feet Gross Floor Area		Trips Generated Existing Uses	
	Retail Commercial	Restaurant	Retail Commercial 7500 Sq. Ft.	Restaurant 4930 Sq. Ft.
Morning Peak Hour				
Inbound	0.7	1.0	6	5
Outbound	0.5	0.5	4	3
Total	1.2	1.5	10	8
Evening Peak Hour				
Inbound	1.5	5.0	11	25
Outbound	2.0	3.0	15	15
Total	3.5	8.0	26	40
Morning 2.5 Peak Hour				
Inbound	1.4	2.0	11	10
Outbound	1.0	1.0	8	5
Total	2.4	3.0	19	15
Evening 2.5 Peak Hour				
Inbound	3.0	10.0	22	49
Outbound	4.0	6.0	30	30
Total	7.0	16.0	52	79
Daily Two-Way Traffic Total	40.0	75.0	300	370

Table 2

PROJECT TRAFFIC GENERATION

Time Period	Trips Generated per Dwelling Unit	Trips Generated by 130 Dwelling Units
Morning Peak Hour		
Inbound	0.09	11
Outbound	0.03	4
Total	0.12	15
Evening Peak Hour		
Inbound	0.07	9
Outbound	0.08	11
Total	0.15	20
Morning Peak 2.5 Hours		
Inbound	0.18	23
Outbound	0.06	8
Total	0.24	31
Evening Peak 2.5 Hours		
Inbound	0.15	19
Outbound	0.18	23
Total	0.33	42
Daily Two-Way Traffic Total	2.6	338

4. Traffic Generation Conclusions

Table 3 presents a comparison of traffic generation for the existing land use and the proposed project for several time intervals. This comparison indicates that during all time periods, the project will generate less traffic than generated currently by the existing retail shops and restaurant. On a daily basis, the project will generate only half as much traffic as currently generated by the site.

On the basis of the above conclusion, the proposed project will not produce traffic impacts greater than those that currently exist for the site; they will in fact be reduced. The overall level of service for intersections in the vicinity of the project should not be impaired by the project. For this reason the one percent analysis was not performed for the intersections identified by city staff.

Table 3

TRAFFIC GENERATION COMPARISON
EXISTING MIXED USE VS PROPOSED PROJECT USE

Time Period	Total Trips Generated	
	Existing Mixed Use Retail Commercial And Restaurant	Proposed Project Single Use Retirement Apartments
Morning Peak Hour		
Inbound	11	11
Outbound	7	4
Total	18	15
Evening Peak Hour		
Inbound	36	9
Outbound	30	11
Total	66	20
Morning Peak 2.5 Hours		
Inbound	21	23
Outbound	13	8
Total	34	31
Evening Peak 2.5 Hours		
Inbound	71	19
Outbound	60	23
Total	131	42
Two-Way Traffic Total	670	338

5. Parking Analysis

Parking

Parking for the project will be located in the basement area of the building. An analysis of the parking configuration and internal circulation for the site is not provided in this report because a site plan was not available at the time of project review. The project description does, however, specify that 41 parking spaces will be provided in an underground parking area and that two additional spaces will be provided adjacent to the front entrance. In addition, the project description includes a proposed staffing plan for a 24 hour period. This staffing plan is presented here as Table 4.

To determine the adequacy of on-site parking for this type of retirement housing, the parking for several existing facilities was studied. Data gathered for these facilities suggests there is a wide variation in the ratio of spaces per dwelling unit which provides adequate parking for a retirement facility.

Woodbridge Manor I in the City of Irvine is a retirement apartment complex which is representative of a facility for younger, more active seniors. The complex consists of 100, 575 square foot, one bedroom dwelling units, each containing a kitchen. There is no meal service from a common dining area. The parking for this complex was surveyed by Kunzman Associates at four points in time. Two surveys were designed to determine the maximum parking required by persons living there by conducting them late at night or in the early morning. Two additional surveys were designed to determine the maximum guest parking by conducting them at mid-day Saturday and Sunday. The survey revealed the following:

1. Spaces available on-site:

Assigned	-	59
Guest	-	4
Curb	-	12
Total	-	75

2. Minimum vehicles parked - 48

3. Maximum vehicles parked - 56

4. Maximum vehicles parked per dwelling - 0.56

5. Maximum spaces per dwelling - 0.75

The management of Woodbridge Manor has stated that all residents desiring parking for vehicles have been accommodated and that residents are not restricted from having a vehicle on-site as a

condition of their rental. Further, the management has indicated that there has never been a parking problem. All dwelling units of the facility are occupied and there is no full-time bus service provided by the facility. Based on an extended period of successful operation at this facility, a parking to dwelling ratio of 0.75 appears to be very adequate.

The parking demand at several other retirement apartment complexes was observed on a Sunday evening. The Newport Villa and Villa West Retirement Hotel is an established facility located in Newport Beach with a total of 173 units of various sizes. Services provided at this facility include full daily meal preparation, transportation service and an on-site beauty/barber shop. This site has a total of 85 parking spaces yielding a ratio of 0.50 spaces per unit. On the day that parking demand was observed, approximately 30 percent of the available parking spaces were occupied resulting in a ratio of approximately 0.15 occupied spaces per dwelling unit.

Another seniors apartment complex is the Carmel Retirement Village located in Fountain Valley. This relatively new facility contains a total of 189 units ranging in size from 360 square feet to 500 square feet, the majority of units being 1 bedroom. Services provided at this facility include full daily meal preparation, on-site beauty/barber shop and transportation service. The 47 parking spaces at the site yield a ratio of 0.25 spaces per dwelling unit. On the day that parking demand was observed, approximately 45 percent of the available spaces were occupied resulting in a ratio of approximately 0.11 occupied spaces per dwelling unit. It should be noted that the rental units at this complex are approximately the same size as the Emerald Village project.

The last complex which was observed is the Huntington Terrace Retirement Hotel located in Huntington Beach. The 170 rental units in this complex are approximately the same size, ranging from 300 square feet to 380 square feet. Services at this facility include full daily meal service and an on-site beauty/barber shop. All units have private baths and kitchenettes. This site has a total of 30 spaces for a ratio of 0.18 spaces per rental unit. On the day that parking demand was observed, approximately 70 percent of the available parking spaces were occupied resulting in a ratio of 0.12 occupied spaces per dwelling unit. The rental units for the Huntington Terrace are also approximately the same size as Emerald Village.

Based on the observations and data gathered for the four projects studied, the parking ratio which provides adequate capacity for a given facility may vary widely and may be influenced by a variety of factors. The critical factors appear to be the age of the residents, the size of the dwelling units, and the availability of transportation and full meal services. Larger dwelling units with more active seniors require higher parking ratios, typically 0.6 to 0.75, because they are more likely to maintain a car. Senior residential complexes which

cater to a slightly older age group, have smaller dwelling units and provide a full spectrum of services, especially transportation and full meal preparation, require lower parking ratios, typically 0.2 to 0.3 spaces per residential unit. The parking demand at these complexes is due as much or more to the staff parking as it is the resident parking.

Because residents of the project are not expected to maintain cars, the demand for parking will be predominantly from staff and visitor parking. A review of the staffing plan, Table 4, indicates that a maximum of 23 employees are at the facility during the day shift. Assuming that all employees will arrive by car (which they may not), the 43 parking spaces provided at the site will yield 20 spaces available for guest and/or resident parking. The 43 available spaces will result in an actual ratio of 0.33 spaces per dwelling unit which should be adequate for a personal care facility of this type.

6. Other Traffic Considerations

The distribution of traffic which might be expected from the site is as shown in Figure 2. This distribution was specified by City Staff for the purpose of analyzing traffic impacts generated by the project.

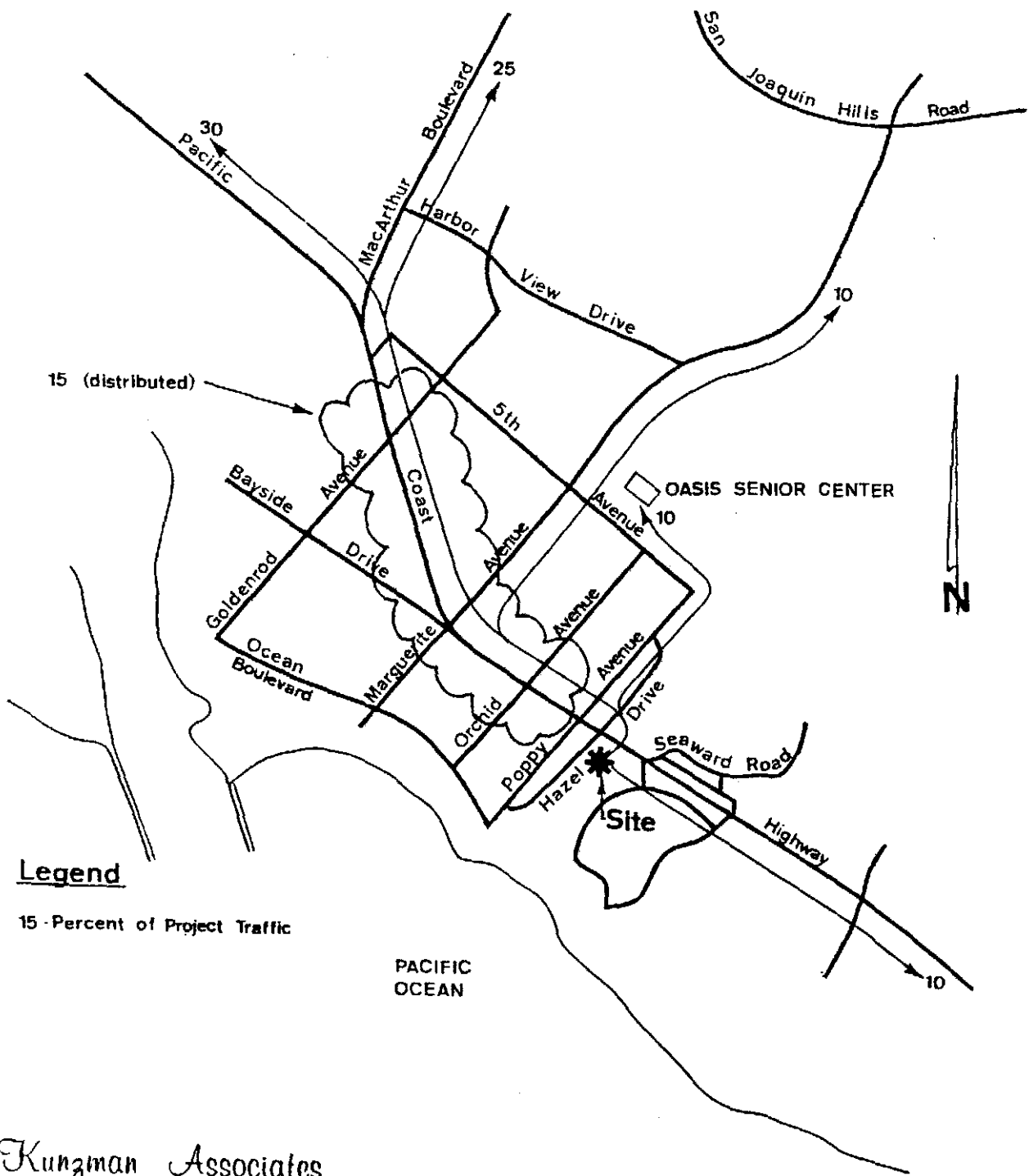
Of interest in the traffic distribution is that 10 percent of the traffic generated by the project would be expected to travel to and from the city operated Oasis Senior Center located at Marguerite Avenue and 5th Avenue. Another 15 percent of the traffic would be distributed to the many shops and businesses distributed westerly along Pacific Coast Highway. Public transit service does exist along this route and trip diversion to this mode of travel is possible. The effect of this would be to reduce auto traffic to and from the site slightly.

A very important aspect of the distribution shown is that 90 percent of the traffic generated by the site is oriented to the west of the site.

As stated in the previous section, all outbound traffic cannot exit the site directly and proceed westerly due to the raised median directly in front of the site. Consistent with this, this traffic will be required to execute some type of U-turn movement on Pacific Coast Highway east of the site. A portion of the traffic would utilize the left turn pocket just to the east of the site while the remainder would utilize the left turn pocket at the signalized intersection of Pacific Coast Highway and Cameo Shores Road. It should be noted that the volume of traffic making this U-turn movement will be reduced compared to the existing land use of the site.

Figure 2

Project Traffic Distribution



Legend

15 - Percent of Project Traffic

PACIFIC OCEAN

Kunzman Associates

7. Conclusions

1. The proposed project will generate less daily and peak period traffic than the existing land use at the site. Traffic impacts will generally be reduced and project generated traffic at all intersections subject to review for the project will not exceed one percent of current volumes.
2. U-turn movements along Pacific Coast Highway from the site will be reduced from current numbers.
3. The proposed ratio of 0.33 parking spaces per dwelling unit is adequate for this project.

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Feb. 27, 1989

Planning Commission
City of Newport Beach
3300 Newport Blvd.
Newport Beach, CA 92663

Gentlemen:

I am writing to you in favor of the Retirement Hotel that the Emerald Associates are proposing to build in Corona del Mar. We have been residents of Corona Highlands for twenty five years and have seen the property at 3900 East Coast Highway go downhill until it is not compatible with the community.

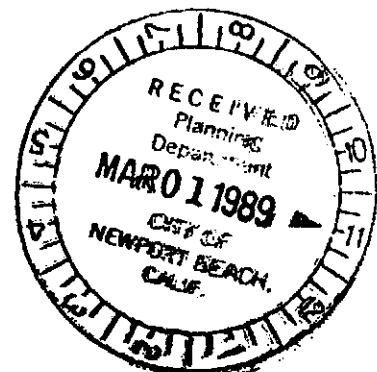
I have been to meetings where the developers have presented their plans and am satisfied that they have taken into account the traffic problems of our community and are addressing this problem. The design of the hotel is very pleasing and I feel will be a real asset to our neighborhood.

I feel that a retirement hotel would be an ideal use for this property.

Sincerely,

Claire A. Wesner

Claire A Wesner



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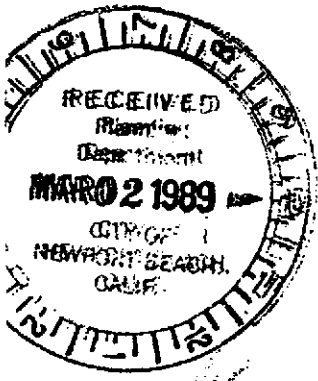
2/26/89

PLANNING COMM. MEMBERS
RE- EMERALD VILLAGE ASSOC. PERMIT # 3342

DEAR MEMBERS

AS A RESIDENT OF C.D.M. FOR 13 YEARS
I WOULD LIKE TO GO ON RECORD AGAIN AGAINST
THIS PROJECT. THIS TYPE AND SIZE PROJECT DOES
NOT BELONG ON THAT LOCATION. WE HAVE ENOUGH
TRAFFIC AND LARGE PROJECTS GOING UP ALL
AROUND US. I NEVER THOUGHT THE DAY WOULD
COME WHEN WE WOULD THINK OF LEAVING C.D.M.,
PLEASE DO NOT APPROVE THIS TYPE OF PROJECT,
IT WILL ONLY CAUSE PROBLEMS TO HAVE 85
TO 160 PEOPLE LIVING THERE.

THANK YOU
RONALD & SHIRLEY CENTRA
405 COLUMBUS CIRCLE
C.D.M.



S. Centra
405 Columbus Circle
Corona Del Mar, CA 92625



CITY OF NEWPORT BEACH

P.O. BOX 1768, NEWPORT BEACH, CA 92658-8915

NEGATIVE DECLARATION

TO: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

County Clerk of the County
of Orange
P.O. Box 838
Santa Ana, CA 92702

FROM: Planning Department
City of Newport Beach
P.O. Box 1768
Newport Beach, CA 92658-8915

NAME OF PROJECT: Emerald Village Use Permit No. *3342*

PROJECT LOCATION: 3901 East Coast Highway, Corona del Mar, CA 92625

PROJECT DESCRIPTION: Construction of an 85 unit senior citizen personal care residence and related off street parking.

FINDING: Pursuant to the provisions of City Council Policy K-3 pertaining to procedures and guidelines to implement the California Environmental Quality Act, the Environmental Affairs Committee has evaluated the proposed project and determined that the proposed project will not have a significant effect on the environment.

MITIGATION MEASURES: See attached Initial Study.

INITIAL STUDY PREPARED BY: City of Newport Beach

INITIAL STUDY AVAILABLE FOR REVIEW AT: 3300 Newport Boulevard, Newport Beach, CA

DATE RECEIVED FOR FILING:

Patricia L. Temple
Patricia L. Temple
Environmental Coordinator
DATE: February 8, 1989

ENVIRONMENTAL CHECKLIST FORM

I. Background

1. Name of Proponent EMERALD ASSOCIATES
2. Address and Phone Number of Proponent 1601 DOVE ST., SUITE 200
NEWPORT BEACH, CA 92660 (714) 476-0880
3. Date Checklist Submitted _____
4. Agency Requiring Checklist CITY OF NEWPORT BEACH
5. Name of Proposal, if applicable EMERALD VILLAGE, UP #

II. Environmental Impacts

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	—	✓	—
b. Disruptions, displacements, compaction or overcovering of the soil?	✓	—	—
c. Change in topography or ground surface relief features?	✓	—	—
d. The destruction, covering or modification of any unique geologic or physical features?	—	—	✓
e. Any increase in wind or water erosion of Soils, either on or off the site?	—	✓	—
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	—	✓	—
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	—	✓	—

Yes Maybe No

2. Air. Will the proposal result in:
- a. Substantial air emissions or deterioration of ambient air quality? ✓
 - b. The creation of objectionable odors? ✓
 - c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally? ✓
3. Water. Will the proposal result in:
- a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters? ✓
 - b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? ✓
 - c. Alterations to the course or flow of flood waters? ✓
 - d. Change in the amount of surface water in any water body? ✓
 - e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? ✓
 - f. Alteration of the direction or rate of flow of ground water? ✓
 - g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? ✓
 - h. Substantial reduction in the amount of water otherwise available for public water supplies? ✓
 - i. Exposure of people or property to water related hazards such as flooding or tidal waves? ✓

Yes Maybe No

4. **Plant Life.** Will the proposal result in:
- a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?
 - b. Reduction of the numbers of any unique, rare or endangered species of plants?
 - c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?
 - d. Reduction in acreage of any agricultural crop?
5. **Animal Life.** Will the proposal result in:
- a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?
 - b. Reduction of the numbers of any unique, rare or endangered species of animals?
 - c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?
 - d. Deterioration to existing fish or wildlife habitat?
6. **Noise.** Will the proposal result in:
- a. Increases in existing noise levels?
 - b. Exposure of people to severe noise levels?
7. **Light and Glare.** Will the proposal produce new light or glare?
8. **Land Use.** Will the proposal result in a substantial alteration of the present or planned land use of an area?

Yes Maybe No

9. **Natural Resources.** Will the proposal result in:

a. Increase in the rate of use of any natural resources?

10. **Risk of Upset.** Will the proposal involve:

a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?

b. Possible interference with an emergency response plan or an emergency evacuation plan?

11. **Population.** Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?

12. **Housing.** Will the proposal affect existing housing or create a demand for additional housing?

13. **Transportation/Circulation.** Will the proposal result in:

a. Generation of substantial additional vehicular movement?

b. Effects on existing parking facilities, or demand for new parking?

c. Substantial impact upon existing transportation systems?

d. Alterations to present patterns of circulation or movement of people and/or goods?

e. Alterations to waterborne, rail or air traffic?

f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?

14. **Public Services.** Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:

- | | <u>Yes</u> | <u>Maybe</u> | <u>No</u> |
|--|------------|--------------|-----------|
| a. Fire protection? | — | ✓ | — |
| b. Police protection? | — | ✓ | — |
| c. Schools? | — | — | ✓ |
| d. Parks or other recreational facilities? | — | — | ✓ |
| e. Maintenance of public facilities, including roads? | — | — | ✓ |
| f. Other governmental services? | — | — | ✓ |
| 15. Energy. Will the proposal result in: | | | |
| a. Use of substantial amounts of fuel or energy? | — | — | ✓ |
| b. Substantial increase in demand upon existing sources or energy, or require the development of new sources of energy? | — | — | ✓ |
| 16. Utilites. Will the proposal result in a need for new systems, or substantial alterations to the following utilities: | | | |
| a. Power or natural gas? | — | — | ✓ |
| b. Communications systems? | — | — | ✓ |
| c. Water? | — | — | ✓ |
| d. Sewer or septic tanks? | — | — | ✓ |
| e. Storm water drainage? | — | — | ✓ |
| f. Solid waste and disposal? | — | — | ✓ |
| 17. Human Health. Will the proposal result in? | | | |
| a. Creation of any health hazard or potential health heazard (excluding mental health)? | — | — | ✓ |
| b. Exposure of people to potential health hazards? | — | — | ✓ |

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	—	✓	—
19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	—	—	✓
20. Cultural Resources.			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	—	—	✓
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	—	—	✓
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	—	—	✓
d. Will the proposal restrict existing religious or sacred uses with the potential impact area?	—	—	✓
21. Mandatory Findings of Significance.			
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	—	—	✓

- b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.) _ _ ✓
- c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.) _ _ ✓
- d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? _ _ ✓

III. Discussion of Environmental Evaluation
(Narrative description of environmental impacts.)

IV. Determination

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION WILL BE PREPARED.**

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. **A NEGATIVE DECLARATION WILL BE PREPARED.**

I find the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

January 27, 1989
Date

Patricia Tompse
Signature

C\PLT\EIRLIST.FRM

For City of Newport Beach

PROJECT DESCRIPTION

The subject site is located at 3901 E. Coast Highway. The site is 1.54 acres in size, and is between Hazel Drive and Buck Gully on the southerly side of East Coast Highway. A portion of the site consists of engineered and natural slopes leading down to the gully.

The proposed project would eliminate the existing on-site land uses (restaurant and retail stores) and allow construction of a new 85 room elderly personal care facility. The building would be constructed on five levels and would include 42 parking spaces in a subterranean parking structure. The applications necessary include the approval of a Use Permit to allow the elderly personal care facility, to establish the Planned Community development Standards for the property and to allow the building to exceed the basic height limit in the 32/50 Height Limitation District. Also required is the approval of a Traffic Study and the acceptance and certification of this environmental document.

INCORPORATION BY REFERENCE

This site has been the subject of prior environmental analysis for a project of a similar but more intense nature. A Negative Declaration with supporting Initial Study was previously certified on three occasions. The technical information prepared previously forms the basis of this initial study, and the previous initial study is hereby incorporated by reference into this document as if fully set forth.

DISCUSSION OF ENVIRONMENTAL EVALUATION

- 1a. The proposed project will require the excavation of the project site for construction of the elderly personal facility and related subterranean parking structure. In association with this grading, the City of Newport Beach will review and approve a detailed soils report. Based on previous studies conducted on the site, the bedrock underlying fill areas of the site is stable and suitable for support of multi-story structures. However, should any fill remain on the site after excavation, it should be recompact, or replaced with compacted engineered fill. No impacts to the environment are expected since the City of Newport Beach will require a detailed soils report and the issuance of a grading permit prior to commencement of construction of the project, which will assure that the project meets the standards of current building codes.
- 1b. The construction of the proposed project will result in the disruption, displacement, compaction and overcovering of the soil, due to grading and the construction of the proposed building. The project area is, however, in a developed urban environment and no adverse impacts are anticipated (See discussion 1a above).
- 1c. The project site is currently covered with a retail building and surface parking lot. There will be a change in topography due to the excavation for the new building and parking structure. This effect is considered insignificant due to the fact that topographic changes will be noticeable only during early construction phases, and will be

eventually hidden by the new structure. The project site is in an urbanized area, and the surrounding development has similarly altered the topography.

- 1e. The project has the potential to increase wind and water erosion, both on and off site. Wind erosion may occur on site during construction. Site watering during excavation will reduce the adverse effect to a level of insignificance. Water erosion could occur as the result of the new construction by possible changes in the drainage patterns of the site, and may also occur during grading. This effect will be reduced to a level of insignificance by specific provisions of an erosion and siltation control plan which will be required as part of the grading permit.
 - 1f. If soils erosion occurs, the resultant siltation could affect the stream course of Buck Gully. This effect will be reduced to a level of insignificance by specific provisions of an erosion and siltation control plan which will be required as part of the grading permit.
 - 1g. In the past, the portion of the property leading down to Buck Gully has experienced slope instability and failure. In the late 1970's, the slope was completely re-engineered. Since that time the slope has been stable. No impacts to the environment are expected since the City of Newport Beach will require a detailed soils report and the issuance of a grading permit prior to commencement of construction of the project, which will assure that the project meets the standards of current building codes.
- 2a,b. The preparation of the site for building construction will produce two types of air contaminants: exhaust emissions from construction equipment and fugitive dust generated as a result of soil movement.

Exhaust Emissions From Construction Equipment - Exhaust emissions from construction activities include those associated with the transport of workers and machinery to the site as well as those produced on site as the equipment is used.

Fugitive Dust Emissions - Construction activities are a source of fugitive dust emissions that may have a substantial temporary impact on local air quality. Emissions are associated with land clearing, ground excavation, grading operations and construction of structures. Dust emissions vary substantially from day to day, depending on the level of activity, the specific operations and the prevailing weather. Based upon field measurements of suspended dust emissions from apartment and shopping center construction projects, an approximate emission factor for construction operations is 1.2 tons of fugitive dust per acre of construction per month of activity (U.S. EPA, AP-42, 1977).

The emissions produced during grading and construction activities, although of short-term duration, could be troublesome to workers and adjacent developments, even though prescribed wetting procedures are followed. These emissions are not, however, expected to cause ambient air quality standards to be exceeded on site.

- 3b. Development of the proposed project will have an impact on drainage and water quality conditions both during the construction period and on a long-term basis. An increase in the volume of runoff generated on site will be expected due to an increase in impermeable surfaces. The on site drainage pattern for the site is expected to be altered by the proposed new building and parking facility. On site drainage improvements will be required to drain the subterranean parking facility and divert storm flows to the appropriate facilities.

As discussed previously, the potential for slope failure exists along the Buck Gully portion of the property if not mitigated properly. Therefore, it will be required that runoff from the site be diverted to Coast Highway or to the bottom of Buck Gully through a system of catch basins and pipelines to reduce the amount of water seepage or erosion affecting the slope.

The quality of the surface runoff water from the site is expected to improve since less traffic will be generated by the proposed use than the existing, and no surface parking lots are included in the site plan.

- 6b. The construction and operation of the proposed project will result in short-term construction noise impacts. Additionally, traffic noise from Coast Highway will expose some of the Emerald Village units to adverse noise impacts, even though the project will not contribute to long term increases in the noise environment. The traffic projections for the area indicate that virtually all of the site will experience noise levels in excess of 65 dB CNEL (unmitigated). As a result, all units which are exposed to Coast Highway will require sound attenuation. Interior units will receive mitigation by the shielding of exterior units. No adverse effects are expected from the project since all units will be sound attenuated to acceptable noise level standards.
7. Construction of the project will change the light and glare currently produced by the site from that of a commercial land use with surface parking to a residential-style use with subterranean parking. This change is not considered significant. In order to assure that no adverse effect is engendered by the project, external lighting will be required to be designed to prevent light spillage on adjacent properties.
8. Construction of the proposed project will result in a substantial change from the existing land use. The project is, however, consistent with the Newport Beach General Plan and the use is compatible with the surrounding properties. No adverse effects on the land use of the surrounding area are anticipated.
- 13a. The project involves the demolition of an existing commercial building and the construction of a senior personal care facility. Two traffic studies have been completed on similar projects in the past. In each case the study showed that the change in land use would result in a reduction in the potential number of traffic trips from that which would be expected from the existing land uses. No impact is, therefore expected from the proposed project.

- 13b. The proposed use will generate the demand for parking to serve the residents, visitors and employees of the project. During the course of previous environmental review for similar projects, detailed analyses of the parking for specialized senior citizen housing were conducted. These studies document a parking demand substantially lower than required by regular residential or hotel type uses. This is due primarily to the fact that the market for senior citizen housing with enhanced care is among older and more frail persons who are unlikely to drive. The range of required parking projected for this type of land use ranges from .2 to .4 parking space per room. The proposed parking provision of .5 parking space per unit is considered adequate and no adverse effects on the environment due to parking are anticipated.
14. Conversion of the existing land use to senior citizen housing may change the characteristics of police and fire service provision to the site. There is, however, adequate ability of the City to serve this project and no adverse effects are anticipated.
18. The project involves the replacement of the existing structure on site. The existing structure is a single level and is approximately 26'6" in height. The new structure will be five levels and is approximately 40 feet high at the highest point of the roof. The building presents a two to three story elevation from East Coast Highway and a four story, split level elevation from Buck Gully. The project represents a significant intensification from the existing land use in terms of building mass and bulk.

The assessment of the aesthetic impacts of the project flow from the setting of the building in relation to adjoining structures and uses. The site is at the easterly end of the Corona del Mar commercial strip, an area with an allowed floor area ratio of .5/.75. The project meets the floor area standard of .75 allowed for uses with particularly low traffic generating characteristics. The adjacent residential uses in the Corona del Mar area have an allowed floor area intensity of 1.5, which is substantially higher than the proposed project. The Shorecliffs area across Buck Gully allows approximately 1.2 FAR. Many of the existing developments in the Corona del Mar commercial and residential areas are developed at or above the currently allowed floor area ratios.

The proposed building incorporates the use of wood and sloping roof angles, which is compatible with the nearby commercial and residential highway, since a "window" towards the ocean is being maintained along the Coast Highway elevation. The most significant change in the visual environment due to the proposed project is the view of the project from residential properties along Buck Gully. These residences will have a single story elevation replaced with a four story, split level elevation, with the proximity of the building shifted closer to the edge of Buck Gully.

The aesthetic trade-offs between the existing and proposed project are between the physical bulk of the building which is more "residential" in its aesthetic character and the existing commercial land use with lighted commercial parking areas, signage and commercial operational

characteristics. The proposed project incorporates into the design several amenities which enhance the visual character of the structure. The most important of these are the garden at grade level which is over the subterranean parking lot and the view corridor from the public sidewalk on East Coast Highway to the ocean. It is important to note that there are no views from autos on the highway to the ocean in this area. The aesthetic impacts of the project are considered an insignificant adverse impact.

MITIGATION MEASURES

1. Development of the site shall be subject to a grading permit to be approved by the Building and Planning Departments.
2. The grading plan shall include a complete plan for temporary and permanent drainage facilities, to minimize impacts from silt, debris and other water pollutants.
3. The grading permit shall include a description of haul routes, access points to the site, watering and sweeping program designed to minimize the impact of haul operations.
4. An erosion, siltation and dust control plan shall be submitted and be subject to the approval of the Building Department and a copy forwarded to the California Regional Water Quality Control Board, Santa Ana Region.
5. The grading, excavation and recompaction of the site shall be conducted in accordance with plans prepared by a Civil Engineer and based on the recommendations of a soil engineer or an engineering geologist subsequent to the completion of a comprehensive soil and geologic investigation of the site. Permanent reproducible copies of the "Approved as Built" grading plans on standard size sheets shall be furnished to the Building Department.
6. A landscape and irrigation plan for the project shall be prepared by a licensed landscape architect. The landscape plan shall integrate and phase the installation of the landscaping with the proposed construction schedule. Prior to the occupancy of any structure, the licensed landscape architect shall certify to the Planning Department that the landscaping has been installed in accordance with the prepared plan.
7. The landscape plan shall be subject to the review of the Parks, Beaches, and Recreation Department and the approval of the Planning and Public Works Departments.
8. All rooftop and other mechanical equipment shall be sound attenuated in such a manner as to achieve a maximum sound level of 55 dBA at the property line, and that all mechanical equipment shall be screened from view.
9. All units shall be sound attenuated to a maximum of 45 dBA CNEL for interior living areas and 65 dBA CNEL for exterior living areas associated with individual units, as measured from the area expected to experience the highest sound levels. Measurement and certification of compliance with this condition shall be completed prior to the issuance of the Certificate of Occupancy by a registered engineer practicing in acoustics.
10. The lighting system shall be designed, directed, and maintained in such a manner as to conceal light sources and to minimize light spillage and glare to the adjacent residential areas. The plans shall be prepared and signed by a licensed Electrical Engineer; with a letter stating that, in his opinion, this requirement has been met.

MITIGATION MONITORING

Mitigation measures 1-5 shall be verified for compliance prior to the issuance of the grading permit by the City of Newport Beach. Measures 6 and 7 shall be verified for compliance prior to the issuance of the building permit by the City of Newport Beach. Measures 8-10 shall be verified for compliance prior to the issuance of the Certificate of Occupancy by the City of Newport Beach.

D:\WP\ED\EM-TERR.IS

The Company

Investment Property Management

Its History

In 1981, Carolyn Horrell and Emily Headley pooled some twenty years of combined experience in the retirement housing industry and formed IPM. At formation, the management of one retirement residence was assigned to the new company, and was subsequently renewed. Three other contracts were obtained in the next six months and IPM was off and running.

In 1986, the company was purchased by a real estate development and management subsidiary of Transamerica Corporation. IPM now draws on Transamerica's staff and resources where needed. By the end of 1986, IPM had 14 property operation contracts in place in cities throughout California. As a small division of a large corporation, IPM can keep its entrepreneurial spirit, yet draw upon the financial and management resources of its parent company.

Its People



*Carolyn Horrell,
President*



*Emily Headley,
Vice President*

Carolyn is a native of Big Spring, Texas, holds a bachelor's degree, and was trained as a Registered Nurse. In 1973 she became Director of Operations for Casa Bonita Retirement Hotels in Los Angeles, California and has been in the industry since that time. Now responsible for overall operations, Carolyn plans, directs and implements marketing programs for all IPM's projects and spends a substantial amount of her time in the planning stages with developers and lenders.

Carolyn has had "on-line" management experience as well as executive level experience. She combines compassion for senior citizens with a deep understanding of the financial and business operations of a retirement project.

Emily is a native of Portland, Maine, and a graduate of the University of Maine. She completed her dietetic internship in 1980 at University of California Hospitals and Clinics in San Francisco. A registered dietitian, Emily is responsible for daily meal service for the various facilities. Emily employs her talents in all stages of operations. She selects, trains and supervises managers and staff, and is involved with marketing, interfacing with owners and lenders, etc. She also provides clients with advice on kitchen design.

Our marketing approach calls for education about our product and the unique lifestyle we offer. Moving into a retirement facility can be difficult for a tenant. The move often follows a traumatic event, such as the death of a spouse, which signals a loss of some independence. Our experience indicates that patience and persistence can overcome reluctance. We rely on community and individual education to soften resistance. Our record has been enviable in fast fill rates and minimum vacancy on turnover.

Phase I From preliminary approval to completion of construction

Community Education

Meeting with local business owners, service clubs, and individuals to explain the project and its full service spectrum.

Speaking at service club luncheons, where we make a complete marketing presentation including speeches, video presentations, and question and answer sessions.

Alerting the local medical community which includes doctors, hospital liaisons and others who are influential in a senior's life and their decisions for future housing.

Supervising and designing a property brochure.

Developing and placing advertisements in local newspapers and in the newsletters of various organizations. Developing press kits and other public relations materials in order to obtain publicity via project-related activities of community interest.

Onsite selling during construction. As construction proceeds, we invite the community to visit the site sales office, where we generate more excitement about the product and services we offer.

Phase II At completion, onsite tours and special events are our best tools. We stage regular Sunday brunches and charity events. These events help our potential tenants and their families learn the benefits of this lifestyle and also generate (with our help) substantial publicity

We believe that paid advertising should accompany grassroots community marketing. But advertising can get expensive, so we rely on personal visits by our staff and general community involvement to generate a healthy tenant base at the completion of construction.

Successful marketing never stops. Our secret is persistence. We offer ongoing education and special events throughout the life of the project.

Our results? Well, we put one project in Marin County in the black within eleven months. We turned around another 120 unit project in Santa Rosa, California in eight months. Occupancy has remained high in both of those projects. A new project in Santa Rosa has over 40% initial occupancy committed (at completion) and another 15% waiting. Two residential care units came under our management when the owners decided to try to turn the unsuccessful units around before sale. Shortly after IPM assumed management, the owners were so pleased with the results that they decided to retain the properties and have now built a third project, with plans for a fourth underway.

As construction proceeds, we invite the community to visit the site sales office where we generate more excitement about the product and services we offer.

A vital part of any successful activity program is to involve residents in the planning and decision-making. The first task of an Activity Director (hired, trained, and supervised by IPM) is to organize the Residents' Council. After organizing the Residents' Council, the Activity Director and the Council plan activities. This process is an important step in involving residents directly in the operation of their daily lives.

Activities are broken down into six general areas—

- 1** Social—including cocktail parties, birthday parties, tea dances, restaurant dining, picnics, slide presentations by residents, and a welcoming committee for all new residents.
- 2** Work related—arts and crafts classes, gardening, a photography club, cooking classes, a hobby shop, a Country Store, and Residents' newsletter.
- 3** Intellectual—adult education; lecture tours of historic monuments, museums, and libraries; college functions; a book review club; and our own library.
- 4** Spiritual—bible study, transportation to local churches, volunteer work for our local churches, and religious classes.
- 5** Recreational—seniorcize (exercise) classes, walking, swimming, bowling, billiards, dancing, fishing, scenic drives, sports, mystery rides, cards, games, movies, television, theater, opera, symphony, and outdoor concerts.
- 6** Diversional—for residents unable or unwilling to participate in other activities, IPM will meet with residents to solicit their interests and design an individual recreation program.

Meals

Each month our dietitian combines residents' favorite recipes with new recipes from magazines, cookbooks, etc.

Meals are a key element of any top-notch operation, and a successful food program depends on resident input. As further discussed on the inside brochure jacket, we have a Residents' Council in each property, and a Tasting Panel which votes on every menu. As part of our comprehensive meal service program, we provide menus and corresponding recipes which are delicious and which cater to the mature appetite.

Each month our Dietitian solicits residents' favorite recipes along with new recipes from magazines, cookbooks, etc. The new items are then prepared by the facility's kitchen staff for the Tasting Panel, which is made up of residents, family members, friends and others in the community. The items are voted on and the majority rules. Those items which are popular are included on the next week's menu.

The atmosphere of the dining room is just as important as the quality of food that is served. Mealtime is often a resident's main source of social interaction. Every detail counts, from the place settings to the staff's attitude. When mealtime is a pleasurable experience, a major part of a resident's desires are fulfilled. We are made acutely aware of their feelings about the food service through our chef's daily visits to the dining room.

Residential Care

Residential care, or assisted living, is a more intensive form of congregate care. It involves help with bathing, dressing, and the dispensing of medications as well as all other services offered to residents. We have Department of Social Services licenses to provide this care for people who need assistance, along with the experience to provide quality service in a residential care setting. We provide these amenities to maximize occupancy and ease potential residents' fears so they don't need to move elsewhere if and when assistance is needed.

Financial and accounting

The Resident Manager has financial control of a project, approves bills (with direction from IPM), collects rents, and prepares input for the Company's San Francisco-based automated accounting and reporting system.

At present, all properties are rented monthly with no accounts receivable. Detailed profit and loss statements are provided monthly to owners, showing the comparisons to the previously agreed budgets on both a monthly and year-to-date basis. We also provide a printout of all cash disbursements, which reflects the opening balance, the receipts in summary, and the ending balance.

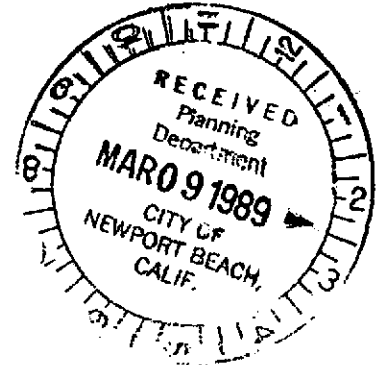
Monthly (narrative) status reports accompany the financial statements. These explain variances and indicate future trends, explaining or suggesting appropriate actions to the owners.

IPM holds periodic meetings with owners to provide feedback on operations and adjustments to the operations needed to reach financial goals.

ARCHITECT

GARED N. SMITH

424 Rivera Terrace
Corona del Mar, CA 92625
(714) 721-8022



March 7, 1989

City of Newport Beach
City Council and Planning Commission

RE: Emerald Village

Dear Council and Planning Commission:

John Christeson took the time today to bring the schematic plans for the Emerald Village Project to my house. The applicants are a very cooperative group. There is a great improvement since their last submittal. I believe their proposed use of the property is about the best use I can think of.

I still, however have some concerns and have expressed them to Mr. Christeson. They are as follows:

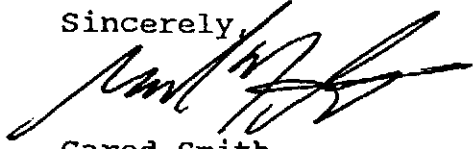
1. The landscape drive layout varies from that of the architect's plans.
2. The garage structure in plan shows about a 10 foot set back from Hazel St., the section shows the garage going to the property line, thus leaving no landscaped area.
3. They talk about the height of the building always from the existing grade, at what I believe is the highest point. I think they should refer to the building as being four stories and forty five feet tall, The fact that they are excavating some 20 feet does not take away from the fact that the building is 4 to 5 stories tall.
4. They refer to the architecture as being similar to the Ritz Carlton Hotel, which is in my opinion, pseudo Spanish Mediterranean. They show architecture with some type of shake or shingle roof, with something that might be considered shingles or shake siding on the front of the building, and stucco with plantons or pop outs on the back. There is no resemblance to the Ritz Carlton.

Page Two
March 7, 1989

5. I feel they should offer to underground the last utility lines crossing Pacific Coast Hwy. in Newport Beach, and adjoining their property to the last pole adjacent to their property.
6. They show little or no landscaping along Hazel St. and also their southwesterly property line adjacent to the R1. I feel a few trees are the least they could do. I feel this especially since their 20 foot excavation may kill the existing trees in the R1 adjoining their property.
7. Having been involved with developments of this size, I think the fire access along the south-westerly and southern property lines are inadequate for fire access. Firemen running down a 20 ft. flight of stairs and running approximately 300 to 400 feet with ladders and hoses seems a little much to ask.

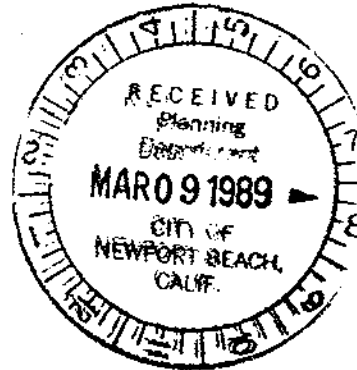
With the P.C. zone, the city has the opportunity to work with the developer and have him show a precise plan, the type of architecture he will be building and hopefully it's 360 degree architecture. Have him supply a landscaping plan with plant lists and sizes of trees included, and they should be large enough so that the first resident of their project will enjoy them in their lifetime. Have the residents safe from fire with fire access lanes all around the building. Last but not least, put underground the overhead utilities that adjoin the newest proposed underground utility district in Newport Beach, Corona Highlands.

Sincerely,



Gared Smith

March 8, 1989



City of Newport Beach
Planning Commission
P.O. Box 1768
Newport Beach, CA 92658-8915

Re: Emerald Associates Project

To The Planning Commission:

The Shore Cliffs Property Owners Association Board of Directors met and discussed the above project on Wednesday, March 1, 1989.

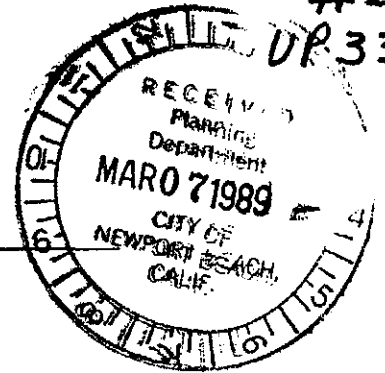
At that time, the Board voted not to oppose the Emerald Associates Project.

Sincerely,

Myrna Ireland/ps

Myrna Ireland
President

G. CHRISTOPHER DAVIS
ECONOMIC RESEARCH AND CONSULTATION
130 VIA XANTHE, NEWPORT BEACH, CA 92663, (714) 675-0603
FAX: (714) 675-0609



March 7, 1989

Planning Commission
City of Newport Beach
City Hall
Newport Beach, CA

Regarding: Senior Housing Project --- South of the
5 Crowns Restaurant

Dear Sirs:

As a resident and real estate economist, I would like to comment on several of the economic issues which have been raised regarding the development of a senior housing project south of the 5 Crowns Restaurant. There are two issues currently under discussion which impact economics: Location of the project; and, Market demand, specifically regarding the proposed rental rates.

LOCATION

Apparently there has been some concern expressed by area residents regarding the location of the project. The impact of Pacific Coast Highway traffic on the seniors living at the project is an issue which has been raised.

I would like to point out that many highly successful senior housing projects are located on relatively busy streets. The Pacific Inn in Torrance is a good example. This project has, by several hundred dollars per month, the highest price in the market area. Yet, the project is located on Torrance Blvd., a very busy east/west street in that city.

In fact, the activity of the street, what with the lights at night and people traveling by car, bicycle and even walking in the area, provides needed action to these seniors. Of course, noise attenuation must be designed into the structure, but this is standard procedure in these locations.

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The quiet vistas to the surrounding residential neighborhoods and the ocean provides enough quiet views. Many of the seniors get bored with only serenity to see, they like the idea of having bustling activity to gaze upon.

Of course Pacific Coast Highway is a busy street. Anyone, young or old should take care in walking along the street or crossing it. However, such care is a normal, everyday circumstance with our seniors. To attempt to block this project, under the guise of "protecting them", is an insult to their intelligence, for which they have a great deal.

Thus, quite contrary to the issue of location raised by some, this project's location along Pacific Coast Highway should be viewed as an attribute for senior citizen housing, not a detriment.

MARKET DEMAND -- PROPOSED RENTAL RATES

The next issue revolves around the high prices to be charged at this senior citizen housing project. Apparently, for those who have raised this issue, their concern is that at these prices absorption will be so slow as to drive the project into bankruptcy and create a "white elephant" in their neighborhood.

Nearly every week the newspaper reports on a new record high median price for housing in Orange County. Last week it was condominiums, the week before single-family housing, and today, apartments. It is a fact that living in Newport Beach is an expensive proposition. This is a simple matter of supply and demand affecting price. This city of ours is a very attractive place to live and the high prices reflect the demand.

It should then come as no great surprise that this senior housing project is also going to be quite expensive.

The issue of the seniors being able to pay such high rents can be easily calculated. I have gone through the detail of "affordability" calculations on many of the senior citizen housing projects for which I have been retained as an economic consultant. I can say, without fear of equivocation, that a senior living in our area can afford this project.

Without taking up your valuable time with the details, the conclusion of these calculations is that a senior who sells their house for, say, \$550,000, will normally have an income from the net after-tax proceeds of that home, plus social security, of approximately \$50,000 without reducing the corpus of their estate. Obviously, this does not take into consideration any additional investments or retirement income.

I've heard this senior citizen housing project has rental rates from \$2,400 to \$4,000 per month. This price includes everything but long distance telephone.


The question of if this market can afford the projected prices of this project should be put to rest ---many of our neighbors can afford to live in this project. As a teacher at UCLA I have had my classes in real estate investment analysis go through these numbers many times. Those arguing against the affordability of this project have simply not done their homework.

In addition, it should be noted that the location of any senior citizen housing is primarily affected by two factors. First, many of our seniors who desire this type of project currently live in the area, and do not wish to leave simply because no luxury senior housing project exists which meets their needs. They do not want to move away from their friends and shops to which they are used to frequenting.

Secondly, there is a factor in the analysis of senior citizen housing called the "significant other". This is usually a son or daughter who assists in the decision to move the senior closer to where the "significant other" lives. We have many "significant others" in Newport Beach. These people have a great ability to assist in the total living cost of their parents. This factor should not be overlooked in your consideration of this project.

It is my hope that many of the economic issues raised in opposition to this project can be viewed realistically, not emotionally. This type of senior housing fulfills a need in the multi-level needs of our seniors. Our city deserves this project to be built.

Sincerely,



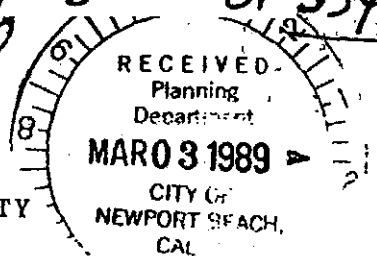
G. Christopher Davis



CORONA DEL MAR
COMMUNITY ASSOCIATION

127 15-

UP 3342



Newport Beach City Council

Re: APPROPRIATE USAGE FOR EMERALD ASSOCIATES PROPERTY

Emerald Associates proposed elderly care facility represents a rather substantial extension of commercial into residential.

HISTORY

This project has been encouraged by excesses the City has allowed over the years and not by any will of the community. In fact the community has continuously fought the problems caused by Newport Beach's lack of enforcement of zoning conditions with respect to the subject property.

The underlying property consisted of a number of frontage commercial lots, a 20' wide U-shaped alley to serve the commercial and residential, and 3 large residential lots.

The present commercial building was built without setback from the 20' wide alley, and we understand the building even encroached on the alley at one point. Whether the building was built before zoning, we have not ascertained, it nevertheless violated current zoning rules requiring, we believe, a 10 ft setback.

The builder filled the gully in leveling the lot and for most of the property's history as restaurant usage used the residential lots as parking lots. Our understanding is such alternate usage is only supposed to be done by variance and the alternate usage should not impose a greater hardship on neighbors than the underlying zoning.

The Beachcomber, Sam's Seafood, and especially A.T. Leo's, imposed by their overuse of the property, only allowed by their use of the residential for parking, considerable problems on the neighborhood. The fact that there was no setback between parking and Mrs. Finch's residence must have presented considerable burden to her. This never should have been allowed even though she owned all the property.

Using this commercial precedent, the Council approved a massive Congregate Care facility, Crown House, for the property. The City allowed the property to be zoned P-C for elderly housing without requiring any alley for service vehicles and/or even a buffer strip for residential. This was terrible planning. There is no reasonable circulation pattern for the property and there is no acceptable service entrance. The commercial lots were never successful because of their low usability. To turn the whole property commercial without service access, setbacks, etc. will only compound previous problems.



-2-

The new General Plan, without benefit of full public hearings or public vote on the project, designated the property "Commercial". The property is not talked about to our knowledge anywhere in the proposed General Plan with the exception of the EIR and that document said it was Staff's intent to show the property on the General Plan as Commercial. When the specific property came up at the General Plan hearings the Council was rushing to a vote. The people were assured that no final decision on the property was being made and similar to Balboa Peninsula and other controversial areas it would be considered later. It now appears on the General Plan as Commercial P-C. The P-C zoning details are to be ironed out with the slightly downsized Emerald Associates project as a basis.

THE PROPOSED ELDERLY CARE FACILITY

The proposed elderly care facility is built like a huge fence along the residential property boundary (excuse me approximately 10 ft. back). The average roof highth we understand is 32 ft. With the Parapet roof this means the ridge line is closer to 35 ft. The residential highth limits shown on city maps for this portion of the property allows a 24 ft average, 28 ft maximum, fully 7 ft lower. Further, residential development almost universally has back yard set backs and so the houses would be no closer to current residential than proposed commercial. Residential units also would not be continuous and therefore would not present the hugh bulk and mass of this building, which we understand is nearly a block long. One of the General Plan criteria the project must pass to be allowed the 50% floor area nus the project assumes is that the development is not out of scale with surrounding community. The facts are, nowhere in Corona del mar is there a building of this highth, breadth and mass, much less at the extreme end of the commercial district bounded on nearly three sides by single family residential.

We believe the proposed resident care or more appropriate congregate care facility will generate approximately 5-6 trips/day per unit. 85 units will generate between 425 - 510 trips/day. Residential even at 20 units, (10/acre) would generate at most 260 trips / day. At 6/acre, the average of surrounding R-1, 10-12 units would generate between 130-150 trips/day. Further, residential would most probably have an access road and therefore present minimal Pacific Coast Highway traffic problems. Additionally commercial truck traffic would be minimized. Note: The 5-6 trip/day elderly care estimate is based on regular hotel rooms having 10 trips/day, and destination resort 6.5 trips/day. Of the latter most must be employee trips, with elderly care the number of employee trips/unit should be comparable.

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CORONA DEL MAR
COMMUNITY ASSOCIATION



-3-

The proposed elderly care facility will be visited by people and commercial vehicles catering to the elderly needs. If any facility needs multiple handicapped parking this is it. The facility shows only one possibly tandem space. The remainder tandem parking is ill suited for either resident or employee use.

The proposed facility has a large restaurant serving both residents and guests. There is a loading dock shown maybe 5ft x 10 ft, which is not contiguous with either restaurant or storage. All food and goods must be unloaded to this cramped area and then again moved across the parking area to the front door or across the underground lot to the parking entrance. Restaurants generate garbage, raw food, bottles, etc. We see no provisions for Dewey dumpsters, wash out facilities etc. This has been a major problem in Corona del Mar where restaurants and delicatessens have been allowed in previous retail hard goods stores. We believe restaurants need rear service entrances for trash and delivery trucks.

The proposed building has considerable stairs and is located near high traffic dangerous pedestrian areas. The building does not appear suitable for a "resident assist". According to developers "resident assist" means ambulatory residents, those mobile enough to exit the facility in case of fire, but who are not capable of fully caring for themselves (cook, dress, remember to take medicine, etc.) Our understanding is that the state has no such definition and conditions previously proposed by staff do not limit the facility to those fitting this definition. We believe the the proposed restrictions were that at least one resident/room be over 62. For more active congregate care, parking and recreational facilities are deficient. Poor driving access and too much high speed traffic for walking remain problems. Since these facilities experience a high rate of failure, nothing prevents an initial "resident care" facility from changing to congregate care.

SUMMARY

There is no precedent for this extension of commercial use into the residential area of Corona Del Mar. The lack of appropriate facilities and access, as well as the major up-zoning violates all of the principles the new General Plan is supposed to support. We urge you to redesignate the property Residential P-C at 6 units/buildable acre and resolve the problem. We suggest if a General Plan Amendment is necessary for this, the EIR and documentation used to support the present designation equally well supports this designation.

Richard A. Nichols (644-7735)
CDMCA Board of Directors

198

Mildred Burkenn
(Mrs. Albert Burkenn)
314 Poinsettia Avenue
Corona Del Mar
California 92625
Telephone 760-0295

To The Planning Commission of the City
of Newport Beach:
As a resident of Corona Del Mar, for
over 20 years, I am definitely opposed to
the project being planned ~~for~~ the
A. P. Leo property at 3901 East Coast
Highway. I voted against this before,
and I am very opposed, to this project.

(Mrs)



373 Poinsettia
Corona del Mar
760-0936

March 9, 1989

Planning Committee
Newport Beach
Gentlemen:



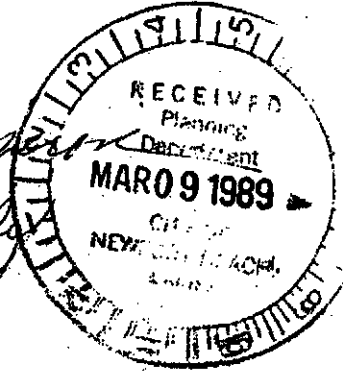
I object 100% to the Emerald Associates plan to construct an 85 unit elderly personal care facility on the A. F. Leo property at 3901 Pacific Coast Highway, Corona del Mar.

This type and size project definitely does not belong in this location.

Sincerely,
Mrs. Forest G. Skaggs

March 9, 1989

City Planning Commission
Newport Beach - Calif



Gentlemen:
This is to state my objection to the Emerald Associates project on the A. T. Lee property at 3901 East Coast Highway on Southeast corner of Hazel Drive. This type & size project does not belong there.

Sincerely,

John H. Robinson
316 Pinsetta
CDM
760-0936

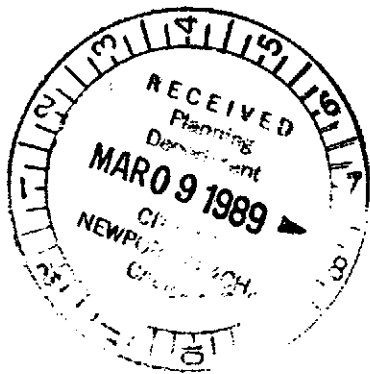
Mrs. Margaret Robinson
316 Pinsetta CDM
760-0936

318 Poinsettia Ave.,
Corona del Mar, Ca. 92625
March 9, 1989.

Planning Commission,
City of Newport Beach, Ca.
Sirs:

As a resident of Corona del
Mar, I wish to voice my ob-
jection to the General Associates
project to build on the A.T. Leo
property at 309 E. Coast Highway.

Yours truly,
Barth J. Graham.



UP3342 #5

MARCH 5, 1989

TO THE PLANNING COMMISSION:

THIS LETTER IS BEING WRITTEN BECAUSE,
I AM AGAINST THE USE PERMIT #3342
ON THE PROPERTY LOCATED AT 3901
EAST COAST HIGHWAY.

I'M OPPOSED TO THERE HEIGHT OF THE
BUILDING TO EXCEED THE 32 FOOT LIMIT.
THE HEIGHT OF THIS BUILDING WILL DESTROY
MORE VIEW THEN NECESSARY, IF ALLOWED
TO GO TO 50 FEET.

EMERALD VILLAGE NEEDS MORE PARKING
SPACES THAN JUST TANDEM PARKING.

WITH THE DIFFERENT SHIFTS OF WORKERS,
THEY ARE BOUND TO USE THESE PARKING
SPACES OR USE RESIDENTIAL STREETS
TO PARK.

ALL WORKERS CANT USE THE BUS TO COME TO
WORK, IT TAKES THEM TO LONG TO GET
THERE, THEY WILL USE THERE CARS.

WE ALREADY HAVE A PARKING PROBLEM
ON HAZEL DL, WITH ALL BUSINESS

EMPLOYEES FROM 3800 BUILDING PARKING
ON OUR STREET ALL DAY INSTEAD OF
PARKING IN THEIR LOT.

AS A RESIDENTIAL HOME OWNER,
WE DONT NEED MORE PARKING PROBLEMS,
AMBULANCE SIRENS, DELIVERY TRUCKS
TO INTERFERE WITH OUR NEIGHBORHOOD
PLUS DESTROYING OUR OCEAN-VIEWS.

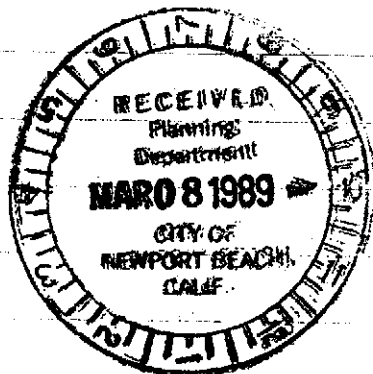
I HOPE YOU WILL TURN DOWN THEIR
REQUEST PERMIT AND THINK ABOUT
PUTTING THIS PROPERTY INTO RESIDENTIAL
USE WITH 32 FOOT HEIGHT LIMIT

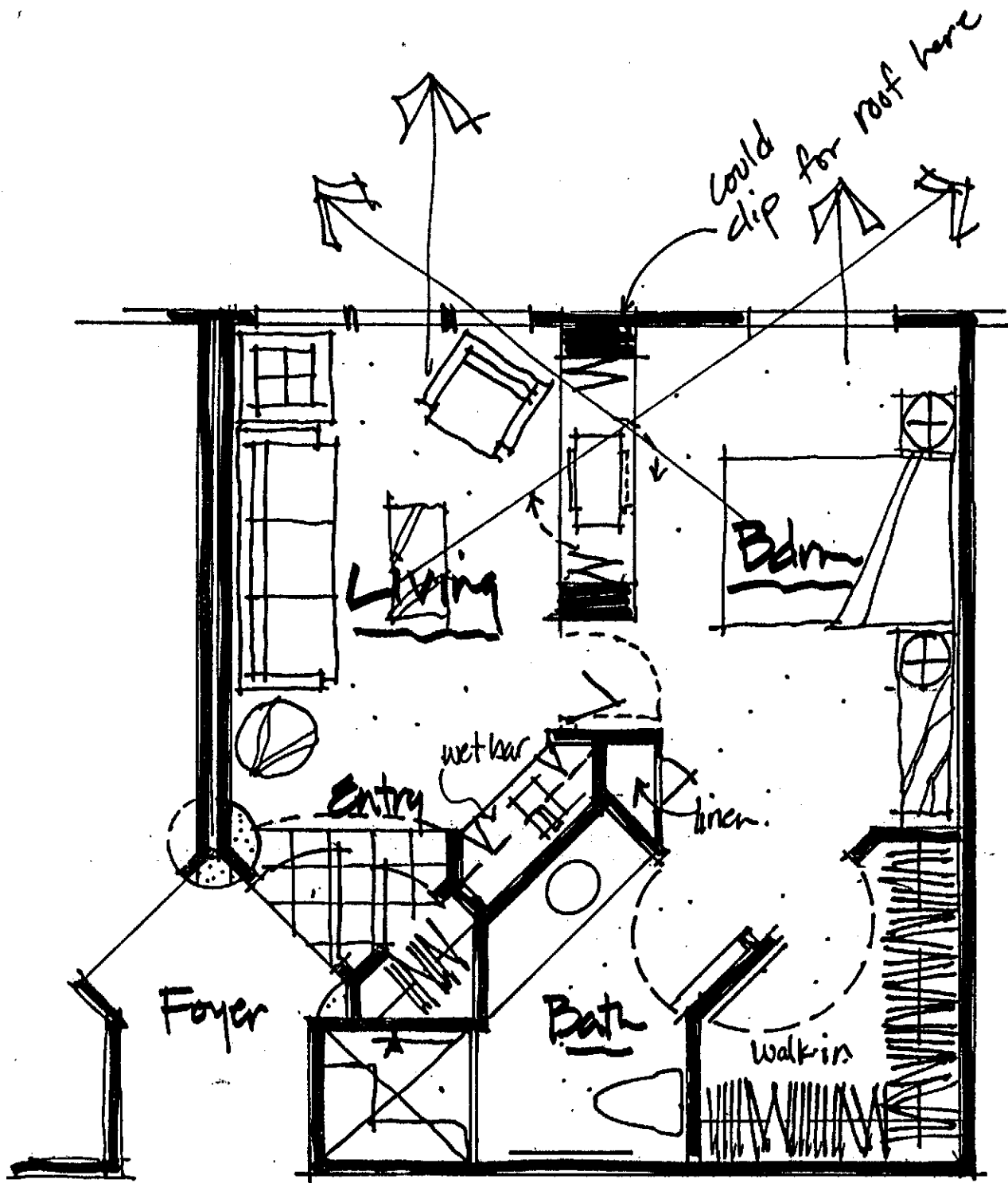
THANK YOU

MEL JOSEPH GRANDINETTE

418 HAZEL DL.

COCONA DEL MAR





5/16/88

Kermit Dorius FAIA
Architects and
Associates



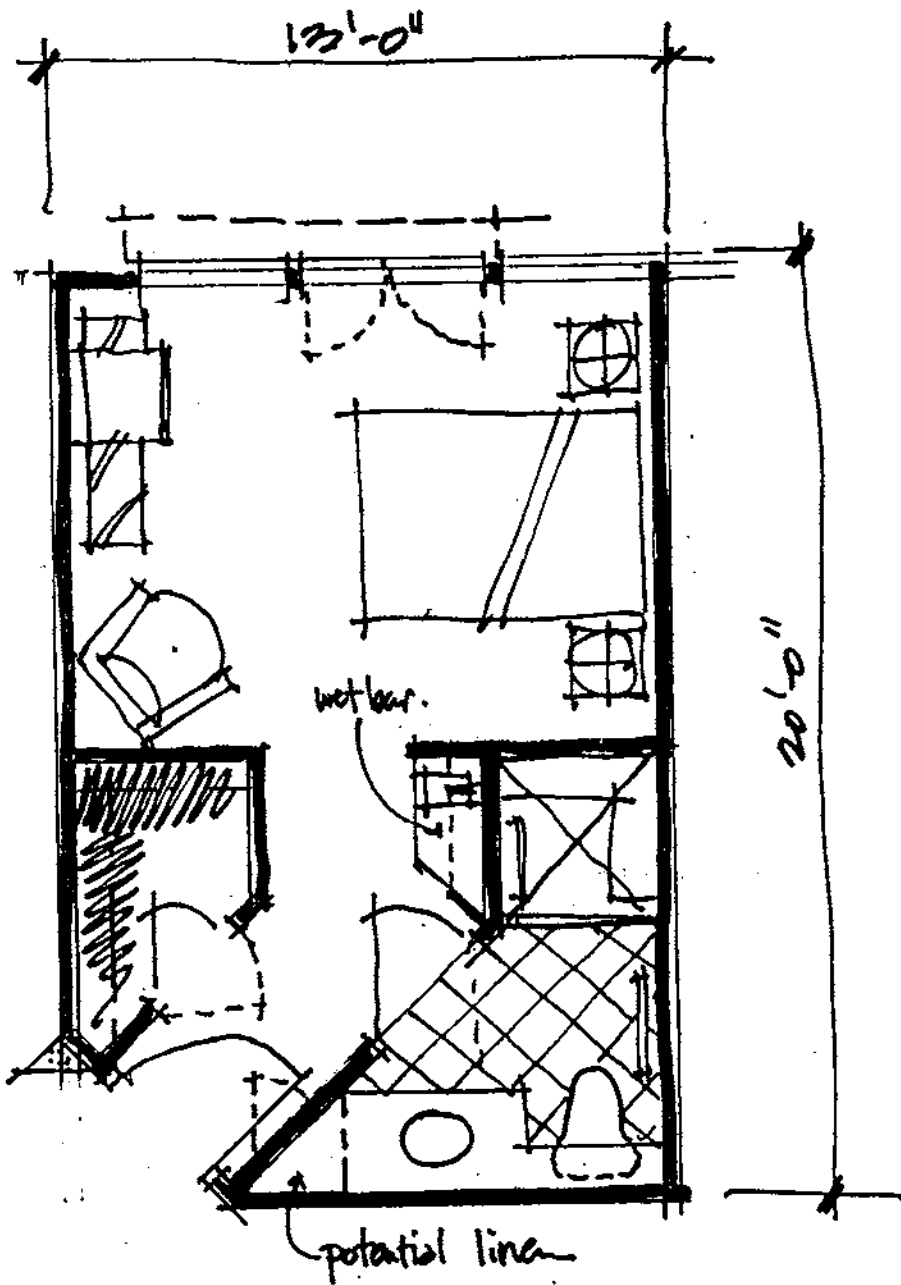
PLAN D

1 Bdrm

± 460 SF

87250

205



PLAN A

STUDIO

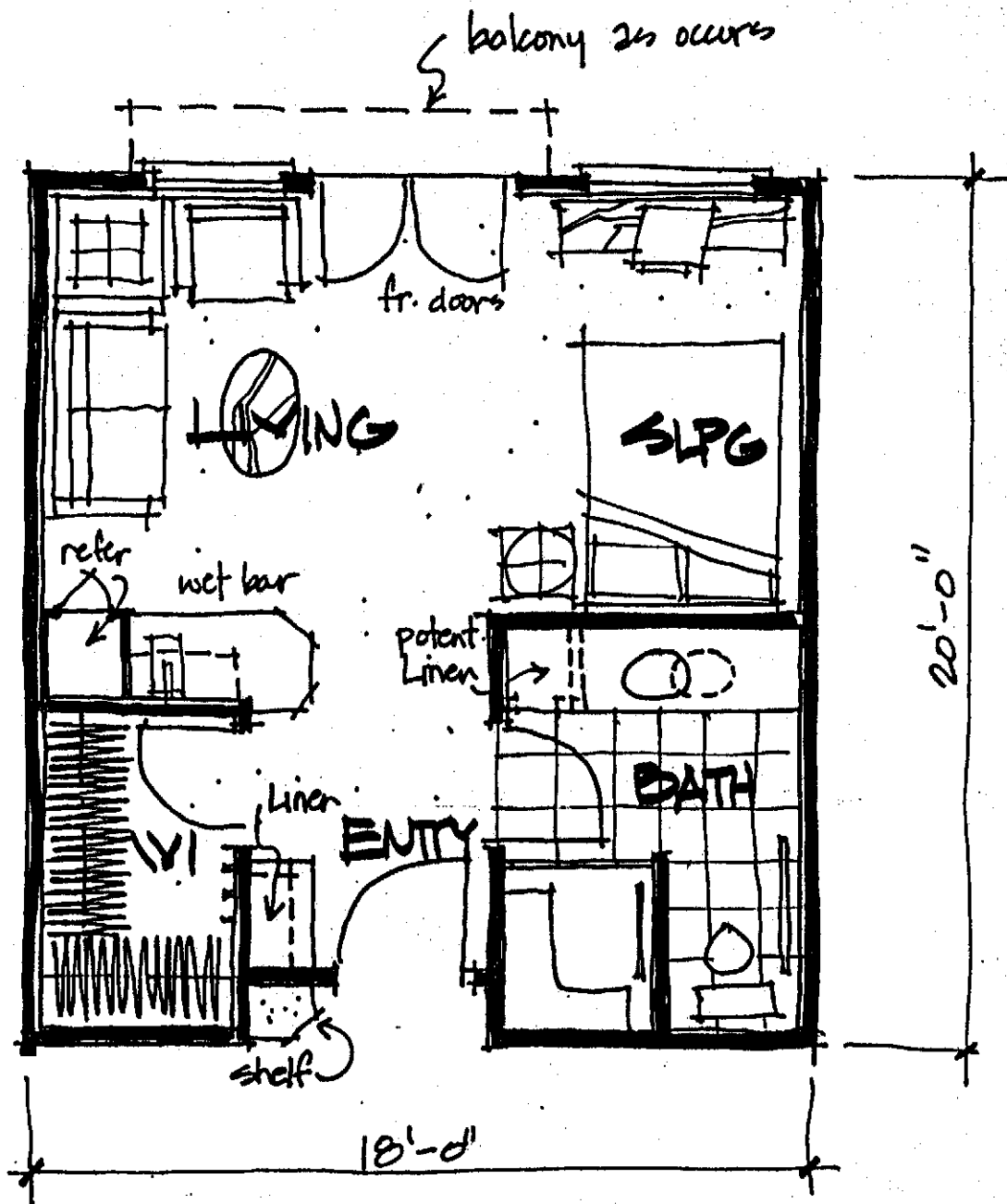
5.16.88

2200 SF
206

87350

Kermit Dorius FAIA
Architects and
Associates





PLAN B+C

STUDIO - ALONE

360 S

5.16.88
207

87350

Kermit Dorius FAIA
Architects and
Associates



EMERALD VILLAGE OF CORON DEL MAR, AN ASSISTED CARE FACILITY

STAFFING PLAN FOR 85 UNITS

STAFFING CODE:

Full Shift * *
 Overlap (1-2Hrs) *

	AM	PM	NIGHT
Administration			
Manager	* *	*	
Assist. Manager		* *	*
Charge Supervisor	* *	*	
Activity Director/Driver	* *	*	
Marketing Director(off-site)	*		
Engineer/Driver	* *		
Receptionist	* *		
Receptionist		* *	
Receptionist			* *
Trainee	*	*	*
Staffing			
AM			
Housekeeping/Dining	* *	*	
Housekeeping/Dining	* *		
Housekeeping/Dining	* *		
Resident Assist.	* *		
Resident Assist.	* *		
Resident Assist.	* *		
Resident Assist.	* *		
Doorman/Valet	* *		
PM			
Housekeeping/Dining		* *	
Housekeeping/Dining		* *	
Resident Assist.		* *	
Resident Assist.		* *	
Doorman/Valet		* *	
NIGHT			
Housekeeping/Dining			* *
Resident Assist.			* *
Resident Assist.			* *
KITCHEN			
Head Chef	* *		
Cook		* *	
Baker			* *
Cook Assist	* *		
Cook Assist		* *	
Dishwasher	* *		
Dishwasher		* *	
Total Adm./Staffing			
Main Shift	16	10	5
Overlap	2	5	2

1 Project Name: Sunridge at Regent's Point
 Contact Person: Joanne
 Address: 19191 Harvard Ave.
 City, State, Zip: Irvine, CA 92715
 Phone: 854-9500
 Survey Date: Feb 28, 1989

PARKING:

	PC	SNF	CC	
Number of Units:	62	30	300	
Number of Licensed Beds:	62	59		
Current Occupants:	58			CALCULATED FIELDS:
Number of Staff:	40			Staff per Resid. 0.69
Number of Parking Spaces:	6			
Number of Parking Spaces Used:	6			Cars per Resid. 0.10
Do you provide a van?:	Y			

SAFETY:

Emergency visits last 12 Mos.: 4 Emergency Ratio 0.07
 How busy is your street?: Not too busy, but pretty fast.
 Ever had a pedestrian problem: One traffic incident-hit in the crosswalk

DELIVERIES PER WEEK

Food 3
 Laundry 1
 Trash 1
 Other Total Deliveries 5

DESCRIPTION:

	Unit Style:	Room Size:	Quantity:	Price:
Unit A:	Studio	230	62	2,270
Unit B:				
Unit C:				
Year built?:	1984			
Comments:	One traffic incident involved a speeding student on Harvard. Have since installed a flashing light.			

2

Project Name: Sunrise Villas
Contact Person: Mark Cullen
Address: 707 Sunrise Ave.
City, State, Zip: Roseville, CA
Phone: 916-786-3277
Survey Date: May 25, 1988

PARKING:

	PC	SNF	CC	
Number of Units:	32		168	
Number of Licensed Beds:	49			
Current Occupants:	33			CALCULATED FIELDS:
Number of Staff:	9		30	Staff per Resid. 0.27
Number of Parking Spaces:	16			
Number of Parking Spaces Used:	10			Cars per Resid. 0.30
Do you provide a van?:	Y			

SAFETY:

Emergency visits last 12 Mos.: 2 **Emergency Ratio** 0.06
How busy is your street?: Main thoroughfare
Ever had a pedestrian problem: Never

DELIVERIES PER WEEK

Food	1		
Laundry	1		
Trash	1		
Other	12	Total Deliveries	15

DESCRIPTION:

	Unit Style:	Room Size:	Quantity:	Price:
Unit A:	Studio		14	1,395
Unit B:	1 Bdrm.		16	1,495
Unit C:	2 Bdrm		2	2,295

Year built?: 1987

Comments: Have had only 2 emergency calls to the Personal Care due to close supervision.

3 Project Name: Mesa Verde Nursing Home
 Contact Person: Joe
 Address: 661 Center
 City, State, Zip: Costa Mesa, CA
 Phone: 548-5584
 Survey Date: May 19, 1988

PARKING:

	PC	SNF	CC	
Number of Units:	7	40		
Number of Licensed Beds:	14	80		
Current Occupants:	14			
Number of Staff:	3	77		Staff per Resid. 0.21
Number of Parking Spaces:	40			
Number of Parking Spaces Used:	40			Cars per Resid. 2.86
Do you provide a van?:	N			

SAFETY:

Emergency visits last 12 Mos.: 0 Emergency Ratio 0.00
 How busy is your street?:
 Ever had a pedestrian problem: Never

DELIVERIES PER WEEK

Food 3
 Laundry
 Trash 3
 Other 4 Total Deliveries 10

DESCRIPTION:

	Unit Style:	Room Size:	Quantity:	Price:
Unit A:	Private bedroom		14	1,500
Unit B:	Nursing-SP		80	2,700
Unit C:				
Year built?:				
Comments:				

4 **Project Name:** Laguna Manor
Contact Person: Miriam Taser
Address: 2130 Coast Highway
City, State, Zip: Laguna Beach, CA
Phone: 494-9458
Survey Date: May 24, 1988

PARKING:

	PC	SNF	CC	
Number of Units:	47			
Number of Licensed Beds:	48			
Current Occupants:	48			CALCULATED FIELDS:
Number of Staff:	18			Staff per Resid. 0.38
Number of Parking Spaces:	30			
Number of Parking Spaces Used:	12			Cars per Resid. 0.25
Do you provide a van?:	Y			

SAFETY:

Emergency visits last 12 Mos.: 2 **Emergency Ratio** 0.04
How busy is your street?: Pacific Coast Highway
Ever had a pedestrian problem: Never

DELIVERIES PER WEEK

Food
 Laundry
 Trash
 Other **Total Deliveries** 10

DESCRIPTION:

	Unit Style:	Room Size:	Quantity:	Price:
Unit A:	Private		47	1,500
Unit B:				
Unit C:				
Year built?:	1978			
Comments:	The only facility of its type in Laguna; converted from a motel in middle 70's. Also a PCH location.			

5 Project Name: Pacifica Royale
 Contact Person: Minnie
 Address: 15022 Pacific Street
 City, State, Zip: Midway City, CA 92655
 Phone: 892-4446
 Survey Date: Jun 1, 1988

PARKING:

	PC	SNF	CC	
Number of Units:	66			
Number of Licensed Beds:				
Current Occupants:	85			CALCULATED FIELDS:
Number of Staff:	20			Staff per Resid. 0.24
Number of Parking Spaces:	12			
Number of Parking Spaces Used:	12			Cars per Resid. 0.14
Do you provide a van?:	Y			

SAFETY:

Emergency visits last 12 Mos.: 5 Emergency Ratio 0.06
 How busy is your street?: Cul-de-sac off Bolsa
 Ever had a pedestrian problem: Never

DELIVERIES PER WEEK

Food 5
 Laundry
 Trash 1
 Other Total Deliveries 6

DESCRIPTION:

	Unit Style:	Room Size:	Quantity:	Price:
Unit A:	Studio			675
Unit B:				
Unit C:				
Year built?:	1984			
Comments:				

6 **Project Name:** Katella Manor
Contact Person: Angie or Debbie
Address: 3952 Katella
City, State, Zip: Los Alamitos, CA 90720
Phone: 894-2864
Survey Date: May 25, 1988

PARKING:

	PC	SNF	CC	
Number of Units:	<input type="text" value="61"/>	<input type="text"/>	<input type="text"/>	
Number of Licensed Beds:	<input type="text" value="120"/>	<input type="text"/>	<input type="text"/>	
Current Occupants:	<input type="text" value="84"/>			CALCULATED FIELDS:
Number of Staff:	<input type="text" value="35"/>	<input type="text"/>	<input type="text"/>	Staff per Resid. <input type="text" value="0.42"/>
Number of Parking Spaces:	<input type="text" value="15"/>			
Number of Parking Spaces Used:	<input type="text" value="15"/>			Cars per Resid. <input type="text" value="0.18"/>
Do you provide a van?:	<input type="text" value="Y"/>			

SAFETY:

Emergency visits last 12 Mos.: Emergency Ratio
How busy is your street?:
Ever had a pedestrian problem:

DELIVERIES PER WEEK

Food
 Laundry
 Trash
 Other **Total Deliveries**

DESCRIPTION:

	Unit Style:	Room Size:	Quantity:	Price:
Unit A:	Studio-Semi	<input type="text"/>	<input type="text"/>	<input type="text" value="775"/>
Unit B:	Studio-Private	<input type="text"/>	<input type="text"/>	<input type="text" value="1,020"/>
Unit C:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Year built?:	<input type="text" value="1970"/>			
Comments:	<input type="text"/>			

7 Project Name:
 Contact Person:
 Address:
 City, State, Zip:
 Phone:
 Survey Date:

PARKING:

	PC	SNF	CC	
Number of Units:	<input type="text" value="88"/>	<input type="text"/>	<input type="text"/>	
Number of Licensed Beds:	<input type="text" value="94"/>	<input type="text"/>	<input type="text"/>	
Current Occupants:	<input type="text" value="91"/>			CALCULATED FIELDS:
Number of Staff:	<input type="text" value="37"/>	<input type="text"/>	<input type="text"/>	Staff per Resid. <input type="text" value="0.41"/>
Number of Parking Spaces:	<input type="text" value="40"/>			
Number of Parking Spaces Used:	<input type="text" value="24"/>			Cars per Resid. <input type="text" value="0.26"/>
Do you provide a van?:	<input type="text" value="Y"/>			

SAFETY:

Emergency visits last 12 Mos.: Emergency Ratio
 How busy is your street?:
 Ever had a pedestrian problem:

DELIVERIES PER WEEK

Food
 Laundry
 Trash
 Other Total Deliveries

DESCRIPTION:

	Unit Style:	Room Size:	Quantity:	Price:
Unit A:	Semi-Private	<input type="text"/>	<input type="text"/>	880
Unit B:	Studio	<input type="text"/>	<input type="text"/>	1,370
Unit C:	1 Bdrm	<input type="text"/>	<input type="text"/>	2,000
Year built?:	<input type="text"/>			
Comments:	<input type="text"/>			

8 Project Name: Tustin Royale
 Contact Person: Sally Jo
 Address: 1262 Bryan
 City, State, Zip: Tustin, CA
 Phone: 730-5009
 Survey Date: Jun 1, 1988

PARKING:

	PC	SNF	CC	
Number of Units:	89			
Number of Licensed Beds:				
Current Occupants:	111			
Number of Staff:	22			Staff per Resid. 0.20
Number of Parking Spaces:	15			
Number of Parking Spaces Used:	13			Cars per Resid. 0.12
Do you provide a van?:	Y			

CALCULATED FIELDS:
 Staff per Resid. 0.20
 Cars per Resid. 0.12

SAFETY:

Emergency visits last 12 Mos.: 12 Emergency Ratio 0.11
 How busy is your street?: A through-street, but not commercial
 Ever had a pedestrian problem: No automobile incidents.

DELIVERIES PER WEEK

Food 2
 Laundry
 Trash 2
 Other
 Total Deliveries 4

DESCRIPTION:

	Unit Style:	Room Size:	Quantity:	Price:
Unit A:	Studio	336		1,250
Unit B:	1 Bedroom	650		1,600
Unit C:				
Year built?:	1986			
Comments:				

9 **Project Name:** Carmel Senior Inn
Contact Person: Miles Williams
Address: 750 San Carlos
City, State, Zip: Carmel-by-the-Sea, CA 93921
Phone: 408 624-8336
Survey Date: May 23, 1988

PARKING:

	PC	SNF	CC	
Number of Units:	<input type="text" value="27"/>	<input type="text"/>	<input type="text"/>	
Number of Licensed Beds:	<input type="text" value="34"/>	<input type="text"/>	<input type="text"/>	
Current Occupants:	<input type="text" value="27"/>			CALCULATED FIELDS:
Number of Staff:	<input type="text" value="12"/>	<input type="text"/>	<input type="text"/>	Staff per Resid. <input type="text" value="0.44"/>
Number of Parking Spaces:	<input type="text" value="0"/>			
Number of Parking Spaces Used:	<input type="text" value="0"/>			Cars per Resid. <input type="text" value="0.00"/>
Do you provide a van?:	<input type="text" value="Y"/>			

SAFETY:

Emergency visits last 12 Mos.: Emergency Ratio
How busy is your street?:
Ever had a pedestrian problem:

DELIVERIES PER WEEK

Food
 Laundry
 Trash
 Other Total Deliveries

DESCRIPTION:

	Unit Style:	Room Size:	Quantity:	Price:
Unit A:	Small Studio	<input type="text"/>	<input type="text" value="15"/>	<input type="text" value="2,300"/>
Unit B:	Mod. Studio	<input type="text"/>	<input type="text" value="5"/>	<input type="text" value="2,500"/>
Unit C:	Large Studio	<input type="text"/>	<input type="text" value="7"/>	<input type="text" value="3,500"/>
Year built?:	<input type="text" value="1920"/>			
Comments:	<input type="text" value="One of the most exclusive in California. They have one parking space for their van."/>			

10

Project Name: Olive Lane Residence Club
 Contact Person: Linda
 Address: 1715 Olive Lane
 City, State, Zip: Antioch, CA
 Phone: 415-757-7278
 Survey Date: Jun 1, 1988

PARKING:

	PC	SNF	CC	
Number of Units:	27			
Number of Licensed Beds:	54			
Current Occupants:	43			CALCULATED FIELDS:
Number of Staff:	11			Staff per Resid. 0.26
Number of Parking Spaces:	20			
Number of Parking Spaces Used:	8			Cars per Resid. 0.19
Do you provide a van?:	N			

SAFETY:

Emergency visits last 12 Mos.: 10 Emergency Ratio 0.23
 How busy is your street?: Cul-de-sac
 Ever had a pedestrian problem: Never

DELIVERIES PER WEEK

Food 4
 Laundry
 Trash 1
 Other Total Deliveries 5

DESCRIPTION:

	Unit Style:	Room Size:	Quantity:	Price:
Unit A:	Studio		27	1,500
Unit B:				
Unit C:				
Year built?:	1985			
Comments:				

Project Name: Almond Avenue Residence Club
Contact Person: Dinah Bales
Address: 6135 Almond Ave
City, State, Zip: Orangevale, CA 95662
Phone: 916-988-7506
Survey Date: May 25, 1988

PARKING:

	PC	SNF	CC	
Number of Units:	39			
Number of Licensed Beds:	78			
Current Occupants:	49			CALCULATED FIELDS:
Number of Staff:	18			Staff per Resid. 0.37
Number of Parking Spaces:	25			
Number of Parking Spaces Used:	12			Cars per Resid. 0.24
Do you provide a van?:	N			

SAFETY:

Emergency visits last 12 Mos.: 5 Emergency Ratio 0.10
How busy is your street?: One of the busiest in Sacramento
Ever had a pedestrian problem: Never-use scheduled walks.

DELIVERIES PER WEEK

Food	3	
Laundry		
Trash	1	
Other		Total Deliveries 4

DESCRIPTION:

	Unit Style:	Room Size:	Quantity:	Price:
Unit A:	Semi-Private	360	60	695
Unit B:	Private	360	9	1,350
Unit C:				
Year built?:	1987			
Comments:				

CALIFORNIA COASTAL COMMISSION
SOUTH COAST AREA
245 WEST BROADWAY, SUITE 380
LONG BEACH, CA 90802
(213) 590-5071

APR 10 1991
AM 7 8 9 10 11 12 1 2 3 4 5 6 PM

Page 1 of
Date: April 9, 1991
Permit No. 5-89-622



COASTAL DEVELOPMENT PERMIT

On September 14, 1989, the California Coastal Commission granted to

EMERALD ASSOCIATES

this permit subject to the attached Standard and Special conditions, for development consisting of:

Demolish existing facilities and construct an 84 unit senior assisted care facility, 32 feet high, 48,588 sq. ft. of rental units and auxillary space; and 13,920 sq. ft. of subterranean parking with 47 tandem parking spaces.

more specifically described in the application file in the Commission offices.

The development is within the coastal zone in Orange County at 3901 East Pacific Coast Highway, Newport Beach

Issued on behalf of the California Coastal Commission by

PETER DOUGLAS
Executive Director

By: *Verity Korne*
Title: Staff Analyst

ACKNOWLEDGMENT

The undersigned permittee acknowledges receipt of this permit and agrees to abide by all terms and conditions thereof.

The undersigned permittee acknowledges that Government Code Section 818.4 which states in pertinent part, that: "A public entity is not liable for injury caused by the issuance. . . of any permit. . ." applies to the issuance of this permit.

IMPORTANT: THIS PERMIT IS NOT VALID UNLESS AND UNTIL A COPY OF THE PERMIT WITH THE SIGNED ACKNOWLEDGEMENT HAS BEEN RETURNED TO THE COMMISSION OFFICE. 14 Cal. Admin. Code Section 13158(a).

Date

Signature of Permittee

This amendment was determined by the Executive Director to be immaterial, was duly noticed, and no objections were received.

The amendment is being held in the Commission office until fulfillment of Special Conditions _____ imposed by the Commission. Once these conditions have been fulfilled, the amendment will be issued. For your information, all the imposed conditions are attached.

Sincerely,

PETER M. DOUGLAS
Executive Director

By: Wicky Fomic
Title: STAFF ANALYST

ACKNOWLEDGMENT

I have read and understand the above amendment and agree to be bound by the remaining conditions of permit number 5-89-622

Date _____ Signature _____

b11

C6:0175E

CALIFORNIA COASTAL COMMISSION

SOUTH COAST AREA
245 W. BROADWAY, STE. 380
P.O. BOX 1450
LONG BEACH, CA 90802-4416
(213) 590-5071

APR 24 1991
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

NOTICE OF INTENT TO ISSUEAMENDMENT TO PERMIT

Date: 17 April 1991

Permit Number 5-89-622 issued to Emerald Associates

for demolishing existing facilities and constructing 84 unit senior assisted care facility, 32 ft. high, 48,588 sq. ft. of rental units and auxillary space; and 13,920 sq. ft. of subterranean parking with 47 tandem parking spaces, at 3901 E. Pacific Coast Highway, Newport Beach.

has been amended to include the following changes: Addition to Special Condition #4 (underlining indicates new language added) regarding assumption of risk to read thus:

Prior to issuance of permit, the applicant shall execute and record a deed restriction, in a form and content acceptable to the Executive Director, which shall provide: (a) that the applicant understands that the site may be subject to extraordinary hazard from slope failure and the applicant assumes the liability from such hazard; and (b) that the applicant unconditionally waives any claim of liability on the part of the Commission and agrees to indemnify and hold harmless the Commission and its advisors relative to the Commission's approval of the project for any damage due to the natural hazards. The document shall run with the land, binding all successors and assigns, and shall be recorded free of prior liens and encumbrances, except for leasehold trust deeds Nos. 8 & 10 on Title Report of Chicago Title Company dated December 11, 1990 7:30 AM, which the Executive Director determines may affect the interest being conveyed.

STANDARD CONDITIONS:

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

SPECIAL CONDITIONS:

1. Prior to issuance of permit, the applicant shall submit for review and approval by the Executive Director landscaping plans which show drought resistant plantings along the blufftop and slope area abutting Buck Gully, and show plantings or maintenance plans that provide for an essentially unimpeded view through the view corridor designated in the proposed project.
2. Prior to issuance of permit, the applicant shall submit for review and approval by the Executive Director drainage plans which will protect the slope along Buck Gully from excessive run-off and erosion.
3. Prior to issuance of permit, the applicant shall submit for review and approval by the Executive Director a letter from the firm of Leroy Crandall & Associates that states that all of their geotechnical recommendations have been incorporated into the design and construction plans for the project.

4. Prior to issuance of permit, the applicant shall execute and record a deed restriction, in a form and content acceptable to the Executive Director, which shall provide: (a) that the applicant understands that the site may be subject to extraordinary hazard from slope failure and the applicant assumes the liability from such hazard; and (b) that the applicant unconditionally waives any claim of liability on the part of the Commission and agrees to indemnify and hold harmless the Commission and its advisors relative to the the Commission's approval of the project for any damage due to the natural hazards. The document shall run with the land, binding all successors and assigns, and shall be recorded free of prior liens and encumbrances which the Executive Director determines may affect the interest conveyed.

Jim Hatcher

DATE

27-6

- TO:**
- | | | | |
|--------------------------|---------------|-------------------------------------|---------------|
| <input type="checkbox"/> | MAYOR | <input type="checkbox"/> | FIRE |
| <input type="checkbox"/> | COUNCIL | <input type="checkbox"/> | GENERAL SERV. |
| <input type="checkbox"/> | MANAGER | <input type="checkbox"/> | LIBRARY |
| <input type="checkbox"/> | ASST. TO MGR. | <input type="checkbox"/> | MARINE |
| <input type="checkbox"/> | EXEC. ASST. | <input type="checkbox"/> | PARKS & REC. |
| <input type="checkbox"/> | ATTORNEY | <input type="checkbox"/> | PERSONNEL |
| <input type="checkbox"/> | BUILDING | <input checked="" type="checkbox"/> | PLANNING |
| <input type="checkbox"/> | CITY CLERK | <input type="checkbox"/> | POLICE |
| <input type="checkbox"/> | DATA PROCESS. | <input type="checkbox"/> | PUBLIC WORKS |
| <input type="checkbox"/> | DUPLICATING | <input type="checkbox"/> | PURCHASING |
| <input type="checkbox"/> | FINANCE | <input type="checkbox"/> | TRAFFIC |
| <input type="checkbox"/> | BUSINESS LIC. | <input type="checkbox"/> | UTILITIES |

- FOR:**
- ACTION & DISPOSITION
 - FILE
 - INFORMATION
 - REVIEW & COMMENT
 - RETURN

REMARKS:

FROM:

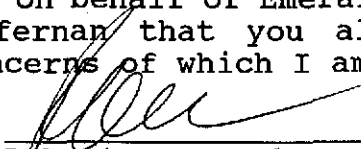
CITY OF NEWPORT BEACH
OFFICE OF THE CITY ATTORNEY

MEMORANDUM

September 27, 1990

TO: Jim Hewicker, Planning Director
FROM: Robert H. Burnham
SUBJ: Emerald Village Associates Deed Restriction

I have reviewed and approved the revised Deed Restriction drafted by John Heffernan on behalf of Emerald Village Associates. I have advised Mr. Heffernan that you also must approve the document and may have concerns of which I am unaware.



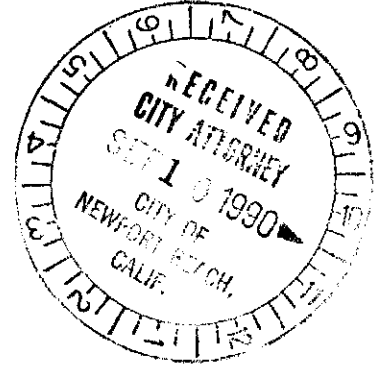
Robert H. Burnham
City Attorney

RHB/jlk

Enclosures

JLK\HEWICKER.MEM

LAW OFFICES OF
JOHN B. HEFFERNAN
A PROFESSIONAL CORPORATION
610 NEWPORT CENTER DRIVE, SUITE 700
NEWPORT BEACH, CALIFORNIA 92660
TELEPHONE (714) 640-4300
TELECOPIER (714) 721-1140



September 7, 1990

ROBERT H. BURNHAM
CITY ATTORNEY
CITY OF NEWPORT BEACH
3300 NEWPORT BLVD.
NEWPORT BEACH, CA 92663

RE: 3901 Pacific Coast Hwy., Newport Beach, CA
- Use Permit # 3342
- Revised Proposed Deed Restriction

Dear Mr. Burnham:

In response to your letter to me of August 16th, enclosed is a red-lined revised version of the proposed Deed Restriction which incorporates the changes indicated in your letter and shows the changes in this version of the Restriction versus the prior draft which was dated 6/29/90.

Because my client, the Ground Lessee, Emerald Village Associates, Inc., is anxious to confirm the final version of the Deed Restriction so that it can proceed to obtain needed signatures from the fee owner of this Property, please advise me in the near future of any further changes which will be required from either your office or the Planning Department.

Thank you.

Very Truly Yours,

A handwritten signature in cursive script that reads "John Heffernan".

John Heffernan

cc: Jon E. Christeson, Emerald Village Assoc. (w/ enc., by fax)

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

Jon E. Christeson
Emerald Village Associates, Inc.
4770 Campus Drive, # 100
Newport Beach, CA 92660

DEED RESTRICTION

RECITALS:

A. THE SOUTHERN CALIFORNIA IBEW-NECA PENSION PLAN ("Owner") is the fee owner of that certain real property located in the City of Newport Beach, County of Orange, California, as described in attached Exhibit "A", which is incorporated herein by this reference ("Property").

B. Owner has ground leased the Property to EMERALD VILLAGE ASSOCIATES, INC., a California Corporation ("Tenant") pursuant to that certain "Ground Lease", dated December 21, 1989. The Ground Lease is referred to in that certain Memorandum recorded December 21, 1989, at 89-691314, in the Official Records, Orange County, California.

C. Tenant has applied to the City of Newport Beach, California ("City") for the development of the Property, pursuant to Use Permit No. 3342 ("Use Permit"). The Use Permit was approved by the City, subject to conditions stated in the Use Permit, on May 22, 1989.

D. The purpose of this Deed Restriction is to cause the Property to be developed, occupied and used in accordance with the Use Permit.

AGREEMENT:

1. To conform to the requirements of the Use Permit to allow the Property to be developed in the manner and for the use described in the Use Permit, Owner and Tenant, as to their respective interests in the Property, hereby consent and agree that, from and after the date of recordation of this Deed Restriction:

A. The Property will be developed, occupied and used in accordance with the following "Condition", which is Item 46 of the Use Permit:

"PRIOR TO ISSUANCE OF BUILDING GRADING PERMITS, THE APPLICANT SHALL ENTER INTO AN AGREEMENT, THE FORM AND CONTENT OF WHICH IS ACCEPTABLE TO THE CITY ATTORNEY, BINDING THE APPLICANT AND SUCCESSORS-IN-INTEREST IN PERPETUITY TO AN ELDERLY CARE FACILITY AND SHALL BE LIMITED TO AN OCCUPANCY BY PERSONS 62 YEARS OF AGE OR OLDER. THE ONLY EXCEPTION SHALL BE THE SPOUSE OF A QUALIFIED PERSON. RESTRICTIONS SHALL BE PLACED ON THE DEED AND IN ANY OTHER SUITABLE BINDING DOCUMENT CONSISTENT WITH THE PROVISIONS OF THE ABOVE AGREEMENT."

B. This Deed Restriction shall: (a) constitute a permanent encumbrance upon the Property; (b) run with title to the Property; and (c) be binding upon all assigns and successors in interest of Owner and Tenant, of whatever particular designation or title.

C. Any modification or cancellation of this Deed Restriction shall be by recorded instrument and be subject to concurrent written consent of the City.

D. The City shall be entitled to specifically enforce the terms and conditions of this Deed Restriction.

2. The City hereby: (a) approves the form of this Deed Restriction; (b) subject to the recordation of this Deed Restriction, acknowledges that this Deed Restriction satisfies the requirement of the Use Permit regarding the Condition; and (c) agrees to execute a document upon future request from Owner, in recordable form, which will remove this Deed Restriction from title to the Property, if either: (i) Owner elects not to proceed with the development of the Property in accordance with the Use Permit and the Use Permit lapses and is no longer of any force and effect; or (ii) the improvements at the Property are converted or rebuilt for another type of use then approved by the City which does not require the continuation of the Condition as an encumbrance on title to the Property.

3. Dated: September 1, 1990.

APPROVAL BY OWNER:

THE SOUTHERN CALIFORNIA IBEW-NECA PENSION PLAN

BY: William L. Seay, Inc., a California Corporation, its
Qualified Pension Asset Manager

By: William L. Seay, President

BY: Bank of America, NTSA, its Qualified Pension Asset Manager

By: _____, its _____

APPROVAL BY TENANT:

EMERALD VILLAGE ASSOCIATES, INC., A CALIFORNIA CORPORATION

By: _____
William M. Todd, President

By: _____
Jon E. Christeson, Vice-President

APPROVAL BY CITY:

CITY OF NEWPORT BEACH, CALIFORNIA

By: _____, its _____

NOTARY ACKNOWLEDGEMENTS

EXHIBIT "A"

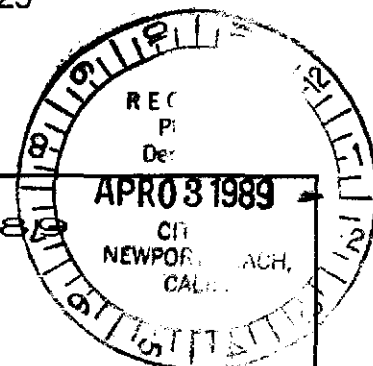
LEGAL DESCRIPTION OF THE PROPERTY

PARCEL 1, PARCEL MAP 85-257, IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE, CALIFORNIA, AS PER MAP FILED IN BOOK 218, PAGE 5 & 6, INCLUSIVE, OF PARCEL MAPS, OFFICIAL RECORDS, ORANGE COUNTY, CALIFORNIA.

CORONA DEL MAR RESIDENTS ASSOCIATION

SUITE 179, P.O. BOX 1500, CORONA DEL MAR, CA 92625

NEWSLETTER



JANUARY-FEBRUARY-MARCH 1989

MEMBERSHIP DUES

ANNUAL DUES ARE NOW PAYABLE FOR MEMBERS WHO JOINED THE ASSOCIATION IN JANUARY, FEBRUARY AND MARCH 1988. DUE TO A COMPUTER PROGRAMMING ERROR THE MONTH MEMBERS JOINED DURING JANUARY THRU AUGUST 1988 WAS DROPPED FROM THE MASTER ROSTER. HONOR SYSTEM IS IN EFFECT!

MEMBERS WHO JOINED JANUARY THRU MARCH 1988 PLEASE MAIL YOUR CHECK FOR \$12.00 TO THE ASSOCIATION AT THE ADDRESS GIVEN ABOVE, THANK YOU.

ACTION ITEMS - STATUS

SIDEWALK-ALONG PCH BELOW CAMEO HIGHLANDS. Still waiting for decision by Cameo Association regarding funding for undergrounding of telephone cables.

EXTENSION OF MAC ARTHUR SIDEWALK. This project will extend existing sidewalk southward from just below San Miguel to a point near Crown Drive/Sea Lane. Includes retaining wall and gradually sloping sidewalk up slope. Plans in hands of CALTRANS for approval. Considered routine. Project fully funded.

BAYSIDE DRIVE RETAINING WALL. Extends existing retaining wall on Bayside Drive near "S" curve eastward toward Carnation directly below new condos. Project will be included in contract for Mac Arthur sidewalk extension.

CARNATION COVE BEACH RESTORATION. PacTel has agreed to cover their exposed cable in the Cove. The City is working with the County on an agreement to move excess sand from the Harbor Headquarters beach into the Cove. It is understood that Bayside residents are considering have sand that has accumulated under their boat slips moved onto the beach.

CITY ACQUISITION OF BEGONIA PARK VIEWPOINT. The property owner is currently considering several options open to him. Due to the complexity of the options and legal considerations, a decision is not expected for several months.

MOVE OF POPPY SIGNAL TO ORCHID. The City Traffic Committee has requested CALTRANS comments on an Association request for a study to determine the feasibility of moving the traffic signal. Removing the signal from Poppy would cause a significant change in traffic circulation patterns throughout all of CDM.

ONE-WAY STREETS IN OLD CDM. The questionnaire seeking public opinion on a one-way street system was independently sponsored by a resident and not by the Association. We will, however, receive the results of the survey and will disseminate same through the Newsletter and at a General Membership meeting.

UPDATE OF BEGONIA PARK PLAY EQUIPMENT. The City will replace the current equipment, and generally upgrade the sand play area, from currently available funds. They plan to do this before school is out for the summer.

DOWNCOAST SEWER AND WATER LINE EXPANSION PROJECTS. Work on these projects through CDM definitely will not start until Pelican Hills Road is open from PCH to Mac Arthur. The Irvine Company and the County Sanitation District 5 have devised a plan to meet initial downcoast sewer requirements from the existing system. The City is pressuring the Laguna Water District to firm up their construction schedule to assure that work is done in phase with the sewer project.

PERSONAL CARE FACILITY-A, T. LEO PROPERTY. On March 9th the Planning Commission approved a reduced scale senior citizen personal care facility for the property which is located just east of the Five Crown restaurant,

The project must now be reviewed by the City Council since it involves a Use Permit and use as a Planned Community on property designated in the Land Use Element of the General Plan as Retail and Service Commercial (a PC is an authorized use in that category subject to Council approval),

The project, in summary:

- (1) has a Floor Area Ratio of .75;
- (2) is set back on the property from PCH and looks like a 2-story (max height 28') building from PCH, and a 4-story building (2 below ground) from Buck Gully;
- (3) ingress and egress to the property will be only from PCH,
- (4) permits occupancy by persons 62 years of age and older;
- (5) has 88 units (max 100 beds);
- (6) provides full service for occupants including dining hall, but excludes medical services except for dispensing medication,
- (7) intended for, but not restricted to, occupants who require some form of attended care;
- (8) 44 (22 in tandem) on-site parking spaces are provided. Parking is below grade and number of spaces provided based upon use of valet parking for visitors and assumes most employees will use public, or operator-provided, transportation and that occupants will not have cars,
- (9) landscaped garden area is on top of parking garage and adjacent to, but set back from, PCH,
- (10) operator will provide vans and drivers to transport occupants to social and recreational events, hospital, doctors, shopping, etc,
- (11) exits from building will be controlled from 24-hour manned areas,
- (12) limited deliveries of essentials to property,

**PERSONAL CARE FACILITY
(Cont'd)**

The City staff imposed over 40 Conditions upon the applicant and the Planning Commission added several more. The hearing was very well attended with several persons testifying for and against the project. It was noted that only two persons living in old CDM gave testimony in support of the project. The Shorecliffs Community Association Board of Directors submitted a letter supporting the project. One resident of that community testified for the project and one questioned authority of Board to support the project without prior approval of the General Membership.

Principal objections raised were as follows:

- (1) Building bulk and height,
- (2) Use totally incompatible with the old CDM area,
- (3) Lower permitted age of occupants raises possibility of their having cars,
- (4) Same problem as above for healthy older occupants,
- (5) Low probability of employees using public transportation instead of driving,
- (6) Re 3, 4, & 5 above: Lack of adequate on-site parking would force cars onto nearby residential streets,
- (7) Difficulty of "U" turns at Seaward would force vehicles, including trucks, into Shorecliffs to access Morning Canyon signal,
- (8) Owners ability to control number of delivery vehicles,
- (9) Dangerous conditions on PCH for ambulatory occupants,
- (10) Lack of adequate outdoor open areas for occupants,
- (11) Increase in Floor Area Ratio from .50 to .75,
- (12) Use of building should personal care facility prove to be unsuccessful,

NOTE: Fees for occupants range from \$2,500 to \$3,000/mo.

LET US KNOW IF YOU ARE FOR OR AGAINST THE PROJECT, AND WHY, SO THAT WE CAN PRESENT AN ASSOCIATION POSITION TO THE COUNCIL.

PERSONAL CARE FACILITY
(Cont'd)

A complete set of the Planning Staff report to the Planning Commission on the project will be available after Monday, March 27th at the CDM Public Library for your on-premise review.

CITY OF IRVINE AIRPORT AREA OFFICE DEVELOPMENT PROJECTS.

Four office projects totaling over 3,000,000 square feet are under consideration by the City of Irvine.

Newport Beach in comments on the EIR pointed out its serious concern on the impact these projects will have on traffic in our City and the possibility that they will generate pressure to increase the use of the airport over the limits included in the Airport Settlement Agreement.

Of specific concern to CDM is the impact the projects will have on PCH traffic if they are completed before congestion of I-5 and I-405 is corrected.

Re monorail project, Not commonly known is that McDonnell Douglas will build the monorail at their cost only if they are granted around 200,000 square feet of additional office space in the Douglas Plaza project at Mac Arthur and Douglas Street.

BOARD OF DIRECTOR ELECTION The Association Board consists of one principal and one alternate from 13 equally populated sections of CDM. Old CDM has 5 sections; other sections are Irvine Terrace I & II; Corona Highlands; China/Carnation Coves-Bayside; Shorecliffs; Cameo Shores; and Cameo Highlands.

Seven two-year terms are filled at an annual election called by the Board, and six two-year terms at the next annual election. Nominees for the positions are selected by a nominating committee, composed of non-Board members, or are nominated from the floor at the General meeting.

This year Board members for seven sections will be selected. Normally the two candidates in each section receiving the largest and second largest number of votes would be the principal and the alternate. Due to withdrawals, there are only two nominees for each section and the election of each is automatic. You need to decide your preference for the principal member. Indicate ONLY your preference to be the principal in each section. The other will be the alternate.

Balloting is by mail only; and only by use of the official ballot printed below. Make your selections, cut out the ballot and mail it to our address so that it is received before Friday April 21st. LEAVE MAILING LABEL ON BALLOT, Label certifies membership and ballot is void without label.

* = Incumbent

OFFICIAL BALLOT

Vote only for one candidate in each section to be principal member for that section.

Section 3; Bayside Drive, Carnation & China Coves

- () * Mike Farley - Business Executive
- () * Betty Beauchamp Lewis - Homemaker

Section 5; OLD CDM, Area W of Marguerite between Seaview and PCH & W to Avocado

- () * Taryn Parks - Public Relations/Writer
- () Richard Barron - Sports court construction

Section 9; Old CDM, Area E of Marguerite between PCH and Pacific Ocean & E to Buck Gully

- () * Lee Spencer - Retired
- () * Mike McNalley - Cardiologist

Section 12; Cameo Highlands

- () Tony Fisher - Sales Manager, Computers
- () Cosmo Pappas - Dentist

Section 6; No. of PCH; Marguerite & W to Mac Arthur

- () * Bruce Beardsley - Fire Sprinkler Tests
- () * Robert Patterson - Comm'l Photographer

Section 10; Corona Highlands

- () Mark Cardelucci - Realtor
- () * Brian Sandberg - Architect

Section 13; Cameo Shores

- () * Ted Vandling - Retired
- () Diane Prosser - Homemaker

- () Volunteer to serve on Board if vacancy occurs in Section where I live

- () Volunteer to serve on Committees
Area of interest: _____
(Traffic; Parks; Dev. Stds; etc)

DOWNCOAST UPDATE. The City Council recently downscaled an earlier Resolution concerning the City's Sphere of Influence in the downcoast area to include only the developable land adjacent to the eastern boundries of the currently approved Sphere of Influence and the western boundry of Crystal Cove State Park. LAFCD is expected to act on this request soon. The earlier Resolution included all of Crystal Cove Park and some areas near Laguna.

Annexation of an unpopulated unincorporated area, like the downcoast, into a city requires the approval of the property owner. Some parts of the County-approved development plan may not meet the provisions of Newport's Traffic Phasing Ordinance, so it is improbable that the Irvine Company would consider annexation to Newport and be faced with having to significantly change sections of a plan that they now have full authority to implement. After occupancy is taken on planned residential housing, the residents can request annexation. The latter action is several years in the future.

AIR QUALITY MANAGEMENT. The South Coast Air Quality Management District (AQMD) recently approved a 5-year plan to improve air quality in the Los Angeles Basin, which includes Orange County. This plan will effect everyone, not only in the improvement of air quality but also by its possible severe economic impact. All of the newspapers have featured details of the plan. Become familiar with its provisions; it is certain to become a very hot political issue.

OLD CDM SPECIFIC AREA PLAN (SAP). SAP's are based upon the City General Plan but are more detailed on land uses and building development standards. They reflect how residents of an area want it to be developed and govern such development. Communities such as Irvine Terrace and Cameo Shores have CC&R's which generally specify their development standards - old CDM does not and is being developed the way it is because we do not have a SAP and its development is being controlled by regulations applicable to all areas in the City not covered by SAP's and CC&R's.

We have a committee working on a draft of a CDM SAP which will be presented to the City. TELL US HOW YOU WANT OLD CDM TO DEVELOP - are you satisfied with the height and bulk of new homes? Should more on-site parking be required for those homes? Should the slab of a new home replacing a demolished home be at the same grade as the former slab? Should conversions of duplexes to condos be allowed? How about height of front and side yard walls? Are current front, rear and side yard setbacks adequate? Should new buildings have covered areas for storage of trash cans? Should new garage areas be large enough to provide for cars and for general storage? one-way streets? Low intensity street lights at intersections? One-story buildings on front portion of lots? Require parking areas, with sound walls, behind each commercial building that is adjacent to homes?

After your inputs have been received, we will hold a General Membership meeting to finalize the draft before giving it to the City for Public Hearings. Tell us what you want improved; what is bothering you about new development and existing conditions. SPEAK-UP NOW!!! Enclose your comments with your ballot.

CDM RESIDENTS ASSOCIATION
179, P. O. Box 1500
CORONA DEL MAR, CA 92625

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Mr. Robert Wynn
1617 Port Abbey Place
Newport Beach, CA 92660

BOARD OF DIRECTORS ELECTION BALLOT ENCLOSED
MAIL BEFORE APRIL 21st, WITH DUES IF DUE, AND SAP COMMENTS

Senior plan ok'd despite protests

BY GLEN JUSTICE

Despite protests from Corona del Mar residents, the Newport Beach City Council approved construction of a controversial 85-unit senior care facility on Pacific Coast Highway.

Voting 4-2, with Phil Sansone and Jean Watt dissenting and Mayor Donald Strauss abstaining, the project received the council's final nod Monday night almost a year after it was originally proposed.

Newport Beach-based Emerald Village Associates resubmitted their plan Monday night with an added view corridor after withdrawing the project for revisions 30 days ago.

Opponents, who wore red "Just Say No" stickers, claimed the building would further congest traffic on Pacific Coast Highway, violate the privacy of surrounding homes and did not fit the

ambiance of a village lifestyle.

"It is completely incompatible with the immediate area," Sansone said, whose district includes Old Corona del Mar. "Residents from Marguerite Street, east are almost 100 percent opposed to the development."

Scheduled to be built on Pacific Coast Highway at Hazel Avenue, the elderly care facility will have the capacity to house 100 residents in 85 rooms. Patient fees are expected to be as much as \$3,000 per month.

Referring to Councilmember Clarence "Bus" Turner's support of the plan, Sansone said, "It's nice that the councilman from Central Newport supports it and that people in Harbor View Hills support it, but people in Old Corona del Mar do not support this.

"All we're doing here is providing a

Continued on page 2

Senior...

Continued from page 1

prison for older people," Sansone said to a cheering crowd.

Turner, however, made it clear that Emerald Village Associates had complied with every requirement set down in the city's General Plan, revised less than one year ago.

"In discussing the use of the property, we developed a set of criterion and this applicant has

complied with all of these," Turner said.

Len Seltzer, chairman of Neighbors to Preserve Corona del Mar, agreed with Sansone and said he was very unhappy with the council's decision, but added that he is unsure what the group's next move will be.

Emerald Village Associates Vice President John Christensen was pleased with the outcome. "This project is going to be absolutely gorgeous. It will be the prettiest thing in town."

NEWPORT BEACH

Care facility OKd: A care facility for the elderly proposed in Corona del Mar got a narrow green light from the City Council on Monday despite a rash of citizen complaints that the project was still too large for the area.

By a 4-2 vote, council members approved the latest Emerald Village design, which now has 50,500 square feet and 85 units in two buildings instead of one. Mayor Don Strauss abstained. Councilmembers Phil Sansone and Jean Watt cast dissenting votes.

The new plan, slated for East Coast Highway next to Five Crowns restaurant, increased the number of underground parking spaces from 44 to 47. A dozen more slots could be paved in over a garden area if necessary, developer Jon Christeson said.

The third time was a charm for Christeson, who has faced angry residents at City Hall before.

After the first round, Christeson reduced his original plan by 25 percent and chopped the building height from 37 to 29 feet. But area residents did not like the way the structure looked and worried about increased traffic.

Emerald Village is hotellike housing for the elderly. A \$3,000 monthly tab pays for a studio apartment, meals, social events and some transportation.

NB senior housing finally wins approval

By IRIS YOKOI
Of the Daily Pilot Staff

A persistent local developer who wants to build a senior citizens home in Corona del Mar finally won the Newport Beach City Council's approval Monday after submitting a second revision of plans.

Newport Beach-based Emerald Village Associates submitted a re-

vamped design for its proposed 50,500-square-foot, 85-room assisted-care facility that affords passers-by a view of the ocean at the East Coast Highway and Hazel Drive site.

The council approved the plan on 4-2-1 vote. Councilmembers Clarence Turner, Evelyn Hart, Ruthelyn Plummer and John Cox

voted approval; Councilmembers Jean Watt and Phil Sansone voted against it; and Mayor Don Strauss abstained.

Councilmembers who supported the plan commended Emerald Village for trying to address the neighborhood's concerns and modifying the project.

Evelyn Hart, who had been among

those concerned about the size of the complex, said the redesign provided a public benefit because of the view corridor.

"You're actually looking at the water from Coast Highway, whether you're sitting in your car or walking," she said. "I think it's really a nice project."

But opponents continued to argue

the project was too large for the site.

"This particular project is the wrong use and the wrong place. This thing has a serious impact on the surrounding community," said Sansone, who represents Corona del Mar.

Emerald Village Vice-president John Christenson said he believed the council was concerned about the

needs of senior citizens and that influenced its decision.

"It's gorgeous for one thing, and the need is incredible," he said.

This newest plan splits the facility into two separate buildings so the scenic view is provided between the structures. To create the view corridor, several units were moved to an area originally planned for a garden on Hazel Drive.

The underground parking spaces also were increased from 44 to 47. If necessary, 12 more parking slots could be created by paving over the remaining garden area, the developer said.

In revamping the plans, Emerald Village attempted to address concerns about the project's size and limited parking.

In July, Emerald Village withdrew its original plan for a 120-room, 54,000-square-foot facility after residents expressed anger at the large size of the building. Earlier this year, the developer submitted a project reduced in size by 25 percent.

But when a strong faction of nearby residents and some council members, continued to express opposition to the project at an April council meeting, Emerald Village requested additional time to make further revisions. The council agreed.

Emerald Village is part of a trend in pricey, hotel-like housing for the elderly. A \$3,000 monthly bill includes room, meals, transportation and social events.

Council considers new version of Emerald Village

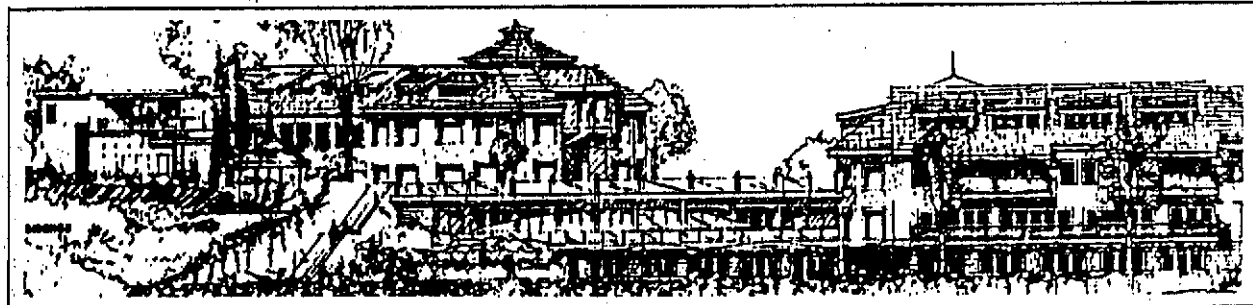
By R. LANCE IGNON
Of the Daily Pilot Staff

Hoping to placate angry residents, a local developer is expected to return to the Newport Beach City Council on Monday night with yet another version of a senior citizens home he wants to build in Corona del Mar.

A faction of residents who live near the site on East Coast Highway have complained since the project was introduced more than a year ago that it will look too huge next to the surrounding houses. They also worry about increased traffic.

Although the latest design for Emerald Village remains at 50,500 square feet and retains 85 units, like the last blueprint, the plan now calls for two separate buildings. This will provide an ocean view through a space between the structures, said Terri Mehrguth of Paine and Associates, a public relations firm representing the developer.

To create the separation, several



Artist rendering shows latest version of Emerald Village, which features two buildings.

units were moved to an area originally planned for a garden on Hazel Drive, which separates the site from Five Crowns Restaurant.

The new plan also upped the number of underground parking spaces from 44 to 47. If necessary, Mehrguth said 12 more parking slots could be paved in over the remaining garden area.

The city's Planning Commission

thought the original plan was just fine. But the City Council rejected it last July when a throng of angry residents showed up at city hall.

So developer Jon Christeson reduced the project by 25 percent, chopping the height from 37 to 29 feet.

Once again the Planning Commission gave its stamp of approval. And once again, this time in April, the

council chambers were filled with residents, about half of whom still opposed the new design. The council postponed its decision to allow Christeson another shot at redesigning it.

Emerald Village is part of a trend in pricey, hotel-like housing for the elderly. A \$3,000-monthly bill includes room, meals, transportation and social events.

Senior plan delayed until May

BY MELINDA KELLER

A controversial senior care facility hit another snag Monday night when the developer asked for more time to review the plan in an effort to assuage some local residents' fears.

Emerald Village Associates Vice President Jon Christeson took a few verbal shots at the City Council and the standing-room-only audience then apologized saying he was frustrated with the opposition the project has drawn.

Some Corona del Mar residents have complained that the project, even after several revisions, would impact traffic

Continued on page 2

Council...

Continued from page 1
and the serenity of their homes.

Proposed to be built on Pacific Coast Highway at Hazel Avenue, the elderly care facility will have the capacity to house 100 residents in 85 rooms.

Nearby resident Jim Crane, who has lived in the city his entire 66 years, said he was concerned with the viability of the project.

"My family has been involved

with these types of facilities and I know what they're up against. What's going to happen when this project is built and the business fails? I would prefer housing on the site," Crane said.

Corona del Mar resident Lavena Hayten disagreed with Crane and said the project would be viable.

"It's time this site is used for the good of the area. Nine restaurants have failed here because it was too far removed. Pioneers who built Corona del Mar now have to leave the area when they get old because there's no place for them to go.

"As far as single family homes on this site, well, I don't think we need anymore status-seeking monuments. We have a flying fortress, a Westminster Abbey and even a few missions. The only people who will benefit from houses are a few wealthy people," Hayten said.

Emerald Village Associates recently downscaled the project 25 percent, by eliminating approximately 10,000 square feet from the plan.

City councilmembers voted to continue their decision on the matter and the public hearing until May 22.

Decision on senior facility delayed

THE ORANGE COAST DAILY PILOT

April 25, 1989

By IRIS YOKOI
Of the Daily Pilot Staff

Trying to salvage his embattled plans for an elderly care facility in Corona del Mar, the developer asked the Newport Beach City Council on Monday to postpone a decision while he reviewed the project and possibly scaled it down a second time.

After three hours of testimony, the council agreed to continue the public hearing until May 22.

Developer Jon Christeson, vice president of Newport Beach-based Emerald Village Associates, said he was frustrated over the continued opposition from residents, but said he believed strongly in the project and did not want to give it up.

"I've got to try something, but I don't know what I'm going to do," he said.

Christeson asked for the continuance after several council members indicated their opposition.

"There's been an intensification of land-use through the commercial district ... that is practically destroying what some people call a lovely community," said Councilman Phil Sansone, who represents the Corona del Mar area and was the most critical of the project.

He said the project was too bulky and massive, despite its having been scaled down from an earlier plan.

Councilwoman Jean Watt said it was the wrong use for the site and would generate too much traffic. She said she preferred a residential development, echoing the position of many of project's opponents.

The council chambers were filled with residents who were divided on the issue.

Supporters said it was the most attractive of the alternatives for the site at East Coast Highway and Hazel Drive which has been the location of several failed restaurants.

Other supporters said the city needed more senior housing so that lifelong residents could continue to live out their old age in the city.

Emerald Village wanted to build a 50,500-square-foot facility where frail but healthy seniors could live with staff assistance. The facility would not be a nursing home since no medical or nursing care would be provided.

The plan represented a 25-percent reduction from the original proposal, which was approved by the Planning Commission last year but withdrawn prior to a City Council hearing in July in the face of strong opposition from residents.

The scaled down plan eliminated a wing along Hazel and reduced the building's height from 37 feet to 29 feet, with some elements still exceeding a 32-foot limit.

The plan called for one 2½-story wing and another 3½-story wing, but the basement of the higher wing and all parking areas would have been built underground.

The Planning Commission last month unanimously recommended council approval of the new project, adding conditions that would bind the site's use to a personal-care facility, increase parking spaces in the future if needed, limit tree heights and require a late-night van service for employees.

Decision on senior housing project delayed

By Donna Davis
The Register

NEWPORT BEACH — For the second time in 18 months, the developer of an elderly-care project asked the City Council to postpone until May 22 its decision on the \$14 million facility.

After three hours of testimony at Monday's public hearing, the council voted 6-1 to delay its consideration of Emerald Village and told developer Jon Christeson to again scale back his 85-unit project.

"I'm frustrated. Disappointed.

But I'm not giving up hope that we can come up with a plan that will make everybody happy," said Christeson after the meeting. Christeson said another type of commercial development would be far more profitable but that he strongly believed in the area's need for elderly care.

Councilman Phil Sansone, in casting the dissenting vote, said such a project is ill-suited for the area because of lack of parking and community opposition. Sansone, whose district includes Corona del Mar, said he favored a

smaller version that would not destroy the area's village identity.

Rooms in the proposed upscale project would rent for about \$3,000 monthly and include meals, personal assistance and transportation but not medical care, Emerald Village officials said.

Councilwoman Jean Watt said she would prefer that the East Coast Highway and Hazel Street area just east of Five Crowns restaurant be left as open space.

The issue attracted an overflow crowd at City Hall.

Supporters said the city needs more senior housing so that elderly but healthy citizens can remain close to their families and friends.

Opponents, however, say the project would bring in more cars and delivery trucks and threatens to block their views to the ocean.

For Christeson, it was the second round. His original 120-room, 54,000-square-foot facility was approved by the Planning Commission last year. That plan, however, was withdrawn before a City Council hearing because of mounting public opposition.

EDITORIAL

Senior facility in Corona del Mar merits approval

The Newport Beach City Council should approve a proposal to construct an 85-room facility for senior citizens on East Coast Highway and Corona del Mar should warmly welcome its new neighbor.

Emerald Village Associates Inc. of Newport Beach responded to community concerns by reducing the size of the project and redesigning it.

Instead of 120 rooms, the facility will have 85.

Instead of a 54,000-square-foot building, it will be 50,500 square feet.

Instead of a wing on Hazel Drive, there will be none.

Instead of a 37-foot-tall building, it will be 29 feet.

And most importantly, instead of one failed restaurant after another on the site, Corona del Mar will offer elderly citizens a high quality place to live.

The project is not a nursing home. It is not designed to provide medical care. It is not a place to warehouse the infirm.

The facility's staff will assist its occupants with the chores of everyday living, which can grow more difficult with the passing of years. For \$3,000 per month, elderly residents will live in hotel-like suites and have their meals and utilities paid for along with having their social and transportation needs handled.

It is the type of a project that will only increase in demand as the demographics of the nation change. We are growing older as a society and we need to accommodate the needs of our expanding population of senior citizens.

This project strikes the middle ground between a single-family home and nursing homes. It is also a compromise between profitability and the need to satisfy a community's concerns.

It is a project that merits approval.

Opinions expressed in this space are those of the Daily Pilot. Other views expressed on this page are those of their authors and artists. Readers' comments are invited and may be sent to The Daily Pilot, P.O. Box 1560, Costa Mesa 92626.

Newport Council to settle Emerald Village dispute

By IRIS YOKOI
Of the Daily Pilot Staff

Opposing sides of a controversial proposal for an elderly care facility in Corona del Mar each predicts it will be the victor when the Newport Beach City Council decides Monday night on whether the project should be built.

Newport Beach-based Emerald Village Associates Inc. has collected about 100 letters in support of its proposal for an 85-room, assisted-care facility on East Coast Highway and Hazel Drive.

The same number of letters in opposition to the project have been submitted to City Hall.

Emerald Village says that a modification of its original proposal has won over many neighboring residents

who were opposed to the original proposal for a 120-room, 54,000-square-foot facility.

But a group of residents remains staunchly opposed to the senior residence and say their sentiments are stronger than ever.

Emerald Village wants to build a 50,500-square-foot facility where frail but healthy seniors can live with staff assistance in personal care activities. The facility would not be a nursing home since no medical or nursing care would be provided.

The plan represents a 25-percent reduction in size from the original proposal, which was approved by the Planning Commission last year but withdrawn prior to a hearing before the City Council last July in face of neighborhood opposition.

Emerald Village officials said they withdrew the plan to await the city's revision of its General Plan.

In addition to a reduction in the number of rooms, the revised plan eliminates a wing along Hazel and reduces the building height from 37 feet to 29 feet.

The facility will have one 2½-story wing and another 3½-story wing, but the basement of the higher wing and all parking areas will be built underground so the facility will look like a two-story structure from street level, according to Emerald Village.

The project would be well set back from the nearby Buck Gully open space area. Setbacks have also been increased to allow adequate emergency access, according to city plan-

ning staff.

The Planning Commission last month unanimously recommended City Council approval of the new project, adding conditions that bind the site's use to a personal-care facility, call for increased parking spaces if needed in the future, limit tree heights and require a late-night van service for employees.

The Planning Commission, which approved the original larger project, was an easy hurdle. The City Council may be a tougher nut to crack.

Emerald Village representatives were confident, however, saying they've won many residents' approval by addressing their concerns about view blockage and access in the revised plans. And the developer has held several community meetings to

explain the project in detail to residents.

Emerald Village spokesman David Paine said he believes the recent community information sessions have even been responsible for a strong swing toward the project in the last few days.

Residents haven't been fully in support of the project until last week, he said. "I think time gets to be on our side."

However, a large number of residents still feel the project is too big for the site and would rather have single family homes there or, better yet, a park, Hazel Drive resident Len Seltzer said.

Seltzer said Emerald Associates have been able to win some residents

over because of a slick public relations campaign.

"They had a fulltime public relations company," he said. "They've had meetings all over and talked to all kinds of people and gotten some support. But that's only a small fraction of the community."

Seltzer headed the opponent group Neighbors to Preserve Corona del Mar last year and he said that organization is still alive and kicking today.

"There's been no slackening of the opposition," Seltzer said. "On the contrary, there are hundreds and hundreds of people who have expressed feelings on this for a year."

"The project is the wrong thing for that site. It's scaled down just a little — not enough."

Seniors project in CdM wins OK

By IRIS YOKOI
Of the Daily Pilot Staff

A renewed proposal to construct an 85-room senior residence in Corona del Mar received its first nod Thursday night by the Newport Beach Planning Commission.

The commission voted unanimously to recommend City Council approval of the Emerald Village Associates Inc. proposal for a 50,500-square-foot assisted-care facility on East Coast Highway at Hazel Drive. Both commission and council approval are needed because the project is a planned community development.

The facility is not a nursing home since no medical or nursing care will be provided, according to the officials of Newport Beach-based Emerald Village. A staff of aides will assist frail but healthy seniors with personal care activities such as dressing and taking medication.

Residents will pay \$3,000 a month, which covers everything from food and utilities to social events and transportation.

The plans represent a 25-percent reduction in size from Emerald Village's original proposal for a 120-unit, 54,000-square-foot facility, which was approved by the Planning Commission last year but met with bitter opposition from nearby residents.

Emerald Village officials withdrew that proposal in July prior to a City Council hearing, saying they would wait until the city revised its General Plan.

In addition to a reduction in the number of rooms, the plan eliminates a wing along Hazel Drive and reduces the height of the building from 37 feet to 29 feet.

The facility will have one 2½-story wing and another 3½-story wing, but the basement of the higher wing and all parking areas will be built underground so the facility will look like a two-story structure from street level, according to Emerald Village.

The individual rooms will be "hotel-style suites" and the facility will also have a common dining area, beauty and barber shop and laundry services. The architecture will be similar to the Ritz Carlton Hotel, according to Emerald Village.

The plan provides for 44 parking spaces, while the city requirement is between 17 and 26 spaces. With a maximum of 23 employees during peak daytime periods, there will be 24 parking spaces available for guests. Residents will not be permitted to have vehicles parked on-site.

The parking will be in a tandem configuration, with a full-time valet

(Please see SENIORS/A2)

SENIORS

From A1

parking service.

Planning staff said the proposed project is in compliance with the city General Plan and is set back from the nearby Buck Gully open space area. Setbacks have also been increased to allow adequate emergency access, staff said.

Emerald Village representative David Neish said the facility will generate 66 percent less traffic than the existing use on the site, which has been the location of several failed restaurants.

In its approval, the Planning Commission added conditions that bind the use on the site to a personal-care

facility and require a van service for employees to the nearest bus service during late-night hours when transit buses stop running in the area.

The commission also required the parking facility be constructed so it can accommodate increases in spaces if needed and that the height of trees on the site be kept to that of the building.

Last year, an outpouring of residents opposed the project and were not appeased by a company offer to eliminate a fourth floor and reduce the building's size nor by the Planning Commission's additional reduction of the project.

The turnout in opposition to the new plan was much smaller Thursday, but a handful of residents still

voiced objections to the amount of traffic expected from the project.

"The community is opposing this because this is a tremendous extension of commercial into a residential area," said Richard Nichols, representing the Corona del Mar Community Association's board.

Nichols said the reduced facility was still a "very imposing building" and said homes built on the site would be a much more appropriate use.

On the other hand, members of the Shorecliff Homeowners Association reversed their opposition to the project and said they supported the new proposal as a high-quality use for the site.

Planners endorse seniors home

By Karen Laviola
The Register

NEWPORT BEACH — Last week, the Planning Commission once again unanimously endorsed a proposed senior citizen assisted-care residential facility in Corona del Mar. The plan could go to the Newport Beach City Council for approval at its next meeting, March 27.

An expected clash over the 85-unit personal-care facility at Coast Highway and Hazel Drive fizzled to a protest from several residents after a University of Southern California gerontology professor testified that the city needs the facility. Last June, the Planning Commission approved a 108-unit building, scaled down from a proposed 120 units.

However, before the City Council heard the proposal, Emerald Village Associates withdrew its plan because of strong community opposition. Since February, the Newport Beach firm specializing in senior-citizen residences has plied the residents with information on its new, smaller project through letters and community meetings.

Victor Regnier, a USC professor of gerontology and architecture, told the commission he considers himself an expert in senior-citizen residential facilities.

With 10,000 senior citizens in the city — 4,500 of them over the age of 75 — and a scarcity of adequate senior-care facilities in Newport Beach, the assisted-care residences will be in overwhelming demand in the future, Regnier said.

Opposition from those who think the project will have an adverse impact on the neighborhood is without substance, Regnier said. People oppose the project because they are ignorant of the kind of service to be provided and fear that something is wrong with senior-care facilities, Regnier said.

Dick Nichols, representing the Corona del Mar Community Association, told the commission his group is solidly against the project. The "block-long imposing building" is a commercial development in a residential neighborhood and would be the only building in Corona del Mar of that size, he said.

Other residents opposed the facility because of inadequate parking and fear that elderly residents would wander onto Coast Highway or be trapped in a fire.

But Corona del Mar resident John Killefer supported the plan because there is "a terrible need for something decent on that piece of ground," he said.

Jon Christeson, Newport Beach resident and vice president of Emerald Associates, assured the commission that fire-department approval is required for all stages of

development. The grounds will be fenced and the front entrance will be monitored 24 hours a day, he said.

Christeson agreed to the following additional conditions imposed by the commission:

- A landscaped garden in the underground parking structure will be made into additional parking if studies during the first year show more parking is needed.

- Trees will will not be allowed to grow taller than the building.

- Van service to the Orange

County Transit District station will be provided for senior-care-facility employees during hours that buses do not run past the facility.

"This is an outstanding project," Commissioner Gary Di Sano said. "The developer has been exceptionally responsive to those who are receptive to the project and those who are not."

Di Sano called the project a matter of social conscience, saying that people have a responsibility in a city to care for people from the time they are infants to when they grow old.

Planners to review CdM plan

BY MELINDA KELLER

A controversial Corona del Mar senior housing project that faces strong community opposition is scheduled to be reviewed by Newport Beach Planning Commissioners tonight.

Emerald Associates of Newport Beach are asking approval for an 85-unit elderly personal care facility at 3901 East Coast Highway, on the southeasterly corner at Hazel Drive.

The plan also calls for a zone change to allow the use of tandem parking along with a valet service and a request to establish off-street parking.

Columbus Circle residents Ronald and Shirley Centra are just two residents who are opposed to the project and have written a letter to the commission.

"As a resident of Corona del Mar for 13 years, I would like to go on the record against this project. This type and size project does not belong on that location. We have enough traffic and large projects going up all around us," Centra wrote.

Originally proposed in 1985, the senior housing facility has had several setbacks, including a denial four years ago due to the size and bulk of the building.

Developers were also sent back to the drawing board last June, when the Planning Commission expressed concerns over the then 120-unit project.

The current plan will spread the 50,060 square foot project over four wings, 85-units and will include a tower.

The Planning Commission will meet tonight at City Hall. The meeting is scheduled to begin at 7:30 p.m.

Scaled-down seniors home still opposed

By Karen Laviola
The Register

NEWPORT BEACH — A year has passed. Plans are cut back. But opposition from Corona del Mar residents still rages against a proposed senior-citizens housing facility in their village.

Emerald Village Associates, a Newport Beach senior-citizens housing developer, is proposing a senior residential-care facility smaller than the one Corona del Mar residents fought last year. The developer will go to the Planning Commission next week seeking approval.

The company also is trying to generate community support for the proposed 85-unit residence at East Coast Highway, and Hazel Drive. Despite reducing the project 25 percent, the developer's efforts to rally endorsement for the project appear to be fizzling because residents would like the property to be zoned residential instead of commercial, said Dick Nichols, a member of the board of Neighbors to Preserve Corona del Mar.

The approximately 100-member committee was formed a year ago to protest the initial proposal for a 120-unit complex that exceeded the city's parking requirements and height restrictions.

The Planning Commission approved a scaled-down 108-unit facility in June. In July, the City Council was scheduled to review the \$10 million project, but Emerald Village Associates withdrew the proposal because of threatened lawsuits from the community, Vice President Jon Christesen said at the time.

Neighbors to Preserve Corona del Mar and Stop Polluting Our Newport, an area environmental group, had objected to the home for frail and elderly residents because of its size and out of fear that the home would increase traffic and

Care for seniors

A developer is submitting plans for a smaller senior-care facility. Those proposed last year drew the wrath of residents.



Source: Emerald Village Associates, Newport Beach

The Register

THE ORANGE COUNTY REGISTER

March 1/March 2, 1989

obstruct ocean views.

Opposition continues despite meetings with community groups and more than 400 letters to residents from the company outlining the new project. Fred Andresen, also a member of the board, said that his objections to the proposal include lack of parking, an increased number of delivery trucks driving through the neighborhood and the possibility that ambulance sirens would scream through the neighborhood if patients got sick.

Andresen said his main fears, however, are that senior-citizens housing facilities are not regulated and are not financially successful. If the business fails, the building would not be suitable for other uses. The developer will "build it, borrow against it and bail out," Andresen said.

Community meetings are designed to alleviate confusion over who will live in the residential-care facility, said Terri Mehrguth, spokeswoman for Emerald Village Associates. An assisted-care facility serves senior citizens who need assistance with dressing, bathing and taking medication, but do not require nursing or medical care. The average age of residents is 82, Mehrguth said.

Company officials insist residents would not drive, so they say the facility will generate less traffic.

Reduced senior housing plan offered

By IRIS YOKOI
Of the Daily Pilot Staff

A developer whose proposal for an assisted-care residence for senior citizens met with bitter opposition from Corona del Mar residents last year has submitted to the city revised, "substantially scaled-down" plans.

Emerald Village Associates Inc. of Newport Beach has submitted a proposal for an 85-unit, 50,000-square-foot "luxury assisted care facility" on East Coast Highway at Hazel Drive, the site of several failed restaurants. The project has been scheduled for Planning Commission

review on March 9.

In the meantime, Jon Christeson, vice president of the company, will be setting up meetings with community members to discuss and explain his revamped plans.

Responses to an informational letter Christeson sent to some 400

neighboring residents have already begun to flow in, according to Terri Mehrguth, spokeswoman for the company. "People have expressed they want to meet," Mehrguth said.

The new plans for the assisted-care facility, which will not provide nursing, (Please see SENIORS/A2)

SENIORS

From A1

ing or medical care, represent a 25-percent reduction in size from the original proposal, including elimination of an entire wing along Hazel Drive, according to Emerald Village Associates.

The number of units has been reduced to 85 from the original March proposal of 120, and parking has been increased to twice the amount required, according to a city traffic study.

The height of the building also has been reduced from 37 feet at its highest point to 29 feet, in response to community concerns about view

obstructions, according to the company.

The facility will have one 2½-story wing and another 3½-story wing, but will be built to look like a two-story structure from street level, with an actual height that is lower than the Five Crowns restaurant across the highway.

To achieve this, the first-floor basement of the 3½-story wing and all parking areas will be built below street level, capitalizing on the site's gradual downward slope.

The architecture of the facility will be "similar to the Ritz Carlton Hotel," a project summary stated. The residents of the 85 "hotel-style suites" will be 75- to 85-year-old

individuals who need assistance in dressing, taking medication and other physical tasks that have become difficult because of age or disability.

The facility will be managed by Transamerica Senior Management, a San Francisco-based firm, Mehrguth said.

Fearing traffic and safety problems from the elderly care home, neighboring residents protested Emerald Village's original proposal for a 54,000-square-foot facility last spring.

A citizens group formed to fight the project was not appeased by the company's offer to eliminate a fourth floor and reduce the building's overall area by 9,500 square feet. The residents remained unconsoled when

the Planning Commission, in approving the project, lopped off an additional 3,300 square feet.

The residents further argued that the project violated the city's general plan because the plan lacked specific building intensity standards for the site. The citizens group, Neighbors to Preserve Corona del Mar, threatened to sue if the City Council approved the project.

However, a half hour before the council was set to discuss the issue in July, Emerald Village withdrew its project, citing the city's revision of the general plan as its reason. Company officials said at the time it would keep the project in limbo until the city finalized its plans for the site in the general plan.

Revised plan for Leo site submitted

BY ROGER BLOOM

A scaled-down plan for a luxury "assisted care" seniors facility on the A. T. Leo property in Corona del Mar was submitted to the city last Friday by developers.

Emerald Village Associates submitted the revised project, which calls for 85 residential care units in a 32,500-square-foot project on the controversial site. A similar, though larger, plan

was withdrawn last year in the face of vocal opposition from Corona del Mar residents, who objected to the bulk of the former plan as well as its traffic and parking aspects.

The new proposal is a response to the residents' concerns about the former 120-unit, 50,000-square-foot plan, said Emerald Village Associates' vice president Jon Christeson.

"We are pleased about the revised proposal and believe it

will be well received by the community," Christeson stated.

Among the features of the new plan are an increase in the parking ratio to 0.5 spaces per unit, elimination of a wing that would have protruded into the Buck Gulley view corridor, and a height reduction.

The building will be lower than the Five Crowns restaurant (next door) and in several places lower than the existing building," Christeson pointed out.

"From the street level it will look like a two-story structure with a sloped roof."

More than 400 letters explaining the revised proposal were also sent to area residents last Friday, Christeson noted.

Leaders of the protest against the previous proposal were not available for comment at press-time Tuesday.

The new proposal will go before the Planning Commission on March 9.

CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date May 9, 1989

ADVANCE PLANNING DIVISION
 PUBLIC WORKS DEPARTMENT
 TRAFFIC ENGINEER
 FIRE DEPARTMENT
 PLAN REVIEW DIVISION
 PARKS & RECREATION
 POLICE DEPARTMENT
 MARINE SAFETY
 GRADING

PLANS ATTACHED (PLEASE RETURN)

PLANS ON FILE IN PLANNING DEPT.

APPLICATION OF: Emerald Associates

FOR: Use Permit No. 3342 (REVISED)

REQUEST TO: Request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full time valet parking service and the approval of a traffic study.

LOCATION: 3901 East Coast Highway

REPORT REQUESTED BY: May 12, 1989

CITY COMMISSION REVIEW: May 22, 1989

COMMENTS: _____

Signature: _____ Date: _____

CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date May 9, 1989

 ADVANCE PLANNING DIVISION

PUBLIC WORKS DEPARTMENT

TRAFFIC ENGINEER

FIRE DEPARTMENT

PLAN REVIEW DIVISION

 PARKS & RECREATION

 POLICE DEPARTMENT

 MARINE SAFETY

 GRADING

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APPLICATION OF: Emerald Associates

FOR: Use Permit No. 3342 (REVISED)

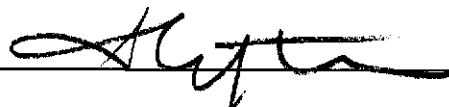
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LOCATION: 3901 East Coast Highway

REPORT REQUESTED BY: May 12, 1989

CITY COMMISSION REVIEW: May 22, 1989

COMMENTS: THIS PROJECT HAS EXTREMELY LIMITED ACCESS (1 SIDE ONLY) AND WOULD REQUIRE LONG HAND LAYS UNLESS STANDPIPES WERE LOCATED THROUGHOUT. THE BLDG. APPEARS OVER THE BASIC ALLOWABLE AREA AND THEREFORE WILL REQUIRE AUTO SPRINKLERS - THE PARKING (BELOW GARAGE) WILL ALSO REQ. AUTO SPRINKLERS. THE ONLY HYDRANT
(01/10/89)

Signature: 

Date: 5/16/89

AVAILABLE IS AT THE CORNER OF HAZEL
AND P.R.H. AT LEAST 1 ADDITIONAL HYDRANT
SHOULD BE AVAILABLE ALONG THE CONST
HIGHWAY NEAR THE EAST END OF THE
PROJECT. I WOULD ALSO RECOMMEND
EMERGENCY ACCESS FROM HAZEL TO
ALL LEVELS OF THE PROJECT.

TYPE ~~I~~ II^{1/2} PERMITS 2 STORY CONST,
ONLY - CONST WOULD HAVE TO CHANGE
OR HEIGHT LIMITED TO 2 STORIES.

NUPTON
MBED

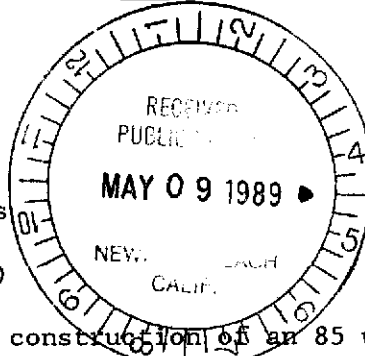
CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date May 9, 1989

ADVANCE PLANNING DIVISION
 PUBLIC WORKS DEPARTMENT
 TRAFFIC ENGINEER
 FIRE DEPARTMENT
 PLAN REVIEW DIVISION
 PARKS & RECREATION
 POLICE DEPARTMENT
 MARINE SAFETY
 GRADING

PLANS ATTACHED (PLEASE RETURN)

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APPLICATION OF: Emerald Associates

FOR: Use Permit No. 3342 (REVISED)

REQUEST TO: Request to permit the construction of an 85 unit elderly personal care facility on property located in the P-G District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full time valet parking service and the approval of a traffic study.

LOCATION: 3901 East Coast Highway

REPORT REQUESTED BY: May 12, 1989

CITY COMMISSION REVIEW: May 22, 1989

COMMENTS: RECOMMENDED CONDITIONS OF APPROVAL:

1. THAT ALL THE APPLICABLE CONDITIONS OF APPROVAL OF USE PERMIT 3342, APPROVED BY THE PLANNING COMMISSION ON MARCH 9, 1989, BE FULFILLED.
2. THAT THE EDISON TRANSFORMER SERVING THE SITE BE LOCATED OUTSIDE THE SIGHT DISTANCE PLANES AS DESCRIBED IN CITY STD. 110-L,
3. DISRUPTION CAUSED BY CONSTRUCTION WORK ALONG ROADWAYS AND BY MOVEMENT OF CONSTRUCTION VEHICLES SHALL BE MINIMIZED BY PROPER USE OF TRAFFIC CONTROL EQUIPMENT AND FLAGMEN. TRAFFIC CONTROL AND TRANSPORTATION OF EQUIPMENT AND MATERIALS SHALL BE CONDUCTED IN ACCORDANCE WITH STATE AND LOCAL REQUIREMENTS. A TRAFFIC CONTROL PLAN SHALL BE REVIEWED AND APPROVED BY THE PUBLIC WORKS DEPARTMENT. NO CONSTRUCTION STORAGE OR DELIVERY OF MATERIALS SHALL BE ~~ALLOWED~~ WITHIN THE STATE RIGHT-OF-WAY PRIOR TO ISSUANCE OF ANY GRADING PERMITS. A PARKING PLAN FOR WORKERS MUST BE SUBMITTED AND APPROVED BY THE PUBLIC WORKS DEPARTMENT.

Signature: _____ Date: _____

CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date May 9, 1989

ADVANCE PLANNING DIVISION
 PUBLIC WORKS DEPARTMENT
 TRAFFIC ENGINEER
 FIRE DEPARTMENT
 PLAN REVIEW DIVISION
 PARKS & RECREATION
 POLICE DEPARTMENT
 MARINE SAFETY
 GRADING

PLANS ATTACHED (PLEASE RETURN)
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APPLICATION OF: Emerald Associates

FOR: Use Permit No. 3342 (REVISED)

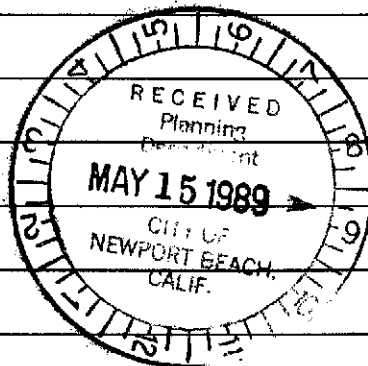
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LOCATION: 3901 East Coast Highway

REPORT REQUESTED BY: May 12, 1989

CITY COMMISSION REVIEW: May 22, 1989

COMMENTS: ALL PREVIOUS CONDITIONS TO APPLY - NO ADDITIONAL
CONDITIONS RECOMMENDED



Signature: *Ronald W. Edwards*

Date: 5/12/89

CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date February 7, 1989

- ADVANCE PLANNING DIVISION
- PUBLIC WORKS DEPARTMENT
- TRAFFIC ENGINEER
- FIRE DEPARTMENT
- PLAN REVIEW DIVISION
- PARKS & RECREATION
- POLICE DEPARTMENT
- MARINE SAFETY
- GRADING

PLANS ATTACHED (PLEASE RETURN)

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APPLICATION OF: Emerald Village Associates, Inc.

FOR: Use Permit No. 3342

Request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full time valet parking service; and the approval of a traffic study.

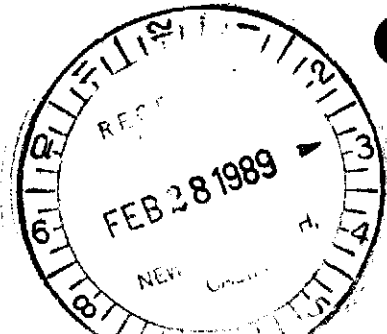
LOCATION: 3901 East Coast Highway

REPORT REQUESTED BY: 2-27-89

COMMISSION REVIEW: 3-9-89

COMMENTS: at special comment

Signature: *R. Ayler* Date: 2/22/89



CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date February 7, 1989

- ADVANCE PLANNING DIVISION
- PUBLIC WORKS DEPARTMENT
- TRAFFIC ENGINEER
- FIRE DEPARTMENT
- PLAN REVIEW DIVISION
- PARKS & RECREATION
- POLICE DEPARTMENT
- MARINE SAFETY
- GRADING

PLANS ATTACHED (PLEASE RETURN)

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APPLICATION OF: Emerald Village Associates, Inc.

FOR: Use Permit No. 3342

Request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full time valet parking service; and the approval of a traffic study.

LOCATION: 3901 East Coast Highway

REPORT REQUESTED BY: 2-27-89

COMMISSION REVIEW: 3-9-89

COMMENTS: _____

*No ADVERSE COMMENT FROM
POLICE DEPT.*

Signature: _____ Date: 2-27-89

CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date February 7, 1989

ADVANCE PLANNING DIVISION
 PUBLIC WORKS DEPARTMENT
 TRAFFIC ENGINEER
 FIRE DEPARTMENT
 PLAN REVIEW DIVISION
 PARKS & RECREATION
 POLICE DEPARTMENT
 MARINE SAFETY
 GRADING

PLANS ATTACHED (PLEASE RETURN)

PLANS ON FILE IN PLANNING DEPT.

APPLICATION OF: Emerald Village Associates, Inc.

FOR: Use Permit No. 3342

Request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full time valet parking service; and the approval of a traffic study.

LOCATION: 3901 East Coast Highway

REPORT REQUESTED BY: 2-27-89

COMMISSION REVIEW: 3-9-89

COMMENTS: SEE ATTACHMENT

Signature: _____ Date: _____

February 28, 1989

TO: Planning Department
FROM: Public Works Department
SUBJECT: Use Permit 3342
Findings & Conditions of Approval

FINDINGS:

1. That the design of the proposed improvements will not conflict with any easements acquired by the public at large for access through or use of property within the proposed development.
2. That public improvements may be required of a developer per Section 20.80.060 of the Municipal Code.

CONDITIONS:

1. That the hydrology and hydraulic study be prepared by the applicant and approved by the Public Works Department, along with a master plan of water, sewer and storm drain facilities for the on-site improvements prior to issuance of a grading permit. Any modifications or extensions to the existing storm drain, water and sewer systems shown to be required by the study shall be the responsibility of the developer.
2. That all improvements be constructed as required by Ordinance and the Public Works Department.
3. That a standard use permit agreement and accompanying surety be provided in order to guarantee satisfactory completion of the public improvements, if it is desired to obtain a building permit prior to completion of the public improvements.
4. That the on-site parking, vehicular circulation and pedestrian circulation systems be subject to further review by the Traffic Engineer.
5. That an access ramp be constructed per City Standard 181-L at the intersection of East Coast Highway and Hazel Drive; that deteriorated portions of sidewalk and curb be reconstructed along the East Coast Highway frontage, that the existing drive aprons be removed and replaced with curb and sidewalk along the East Coast Highway and Hazel Drive frontages, that deteriorated portions of curb and gutter along the Hazel Drive frontage be reconstructed and that the new drive aprons along East Coast Highway be constructed per City Standard 166-L. All work along the East Coast Highway frontage shall be completed under an encroachment permit from the California Department of Transportation.
6. That the intersection of the East Coast Highway and drives be designed to provide sight distance for a speed of 40 miles per hour. Slopes, landscaping, walls and other obstruction shall be considered in the sight distance requirements. Landscaping within the sight line shall not exceed twenty-four inches in height. The sight distance requirement may be

approximately modified at non-critical locations, subject to approval of the Traffic Engineer.

7. That prior to issuance of any grading or building permits for the site, the applicant shall demonstrate to the satisfaction of the Public Works Department and the Planning Department that adequate sewer facilities will be available for the project. Such demonstration shall include verification from the Orange County Sanitation District and the City's Utilities Department.
8. That County Sanitation District fees be paid prior to issuance of any building permits.
9. That any proposed landscaping adjacent to the public right of way be approved by the Public Works Department.
10. The planter shown on the site corner at East Coast Highway and Buck Gully shall not exceed 24 inches in height.
11. That the required number of handicapped parking spaces shall be designated solely for handicapped self parking and shall be identified in a manner acceptable to the City Traffic Engineer. Said parking spaces shall be accessible to the handicapped at all times. One handicapped sign on a post shall be required for each handicapped parking space.
12. That the Public Works Department plan check and inspection fee be paid.
13. That the Edison transformer serving the site be located outside the sight distance planes as described in City Standard 110-L.
14. Disruption caused by construction work along roadways and by movement of construction vehicles shall be minimized by proper use of traffic control equipment and flagmen. Traffic control and transportation of equipment and materials shall be conducted in accordance with state and local requirements. A traffic control plan shall be reviewed and approved by the Public Works Department. No construction storage or delivery of materials shall be stored within the state right-of-way. Prior to issuance of any Grading Permits, a parking plan for workers must be submitted and approved by the Public Works Department.

CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date May 9, 1989

ADVANCE PLANNING DIVISION
 PUBLIC WORKS DEPARTMENT
 TRAFFIC ENGINEER
 FIRE DEPARTMENT
 PLAN REVIEW DIVISION
 PARKS & RECREATION
 POLICE DEPARTMENT
 MARINE SAFETY
 GRADING

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APPLICATION OF: Emerald Associates

FOR: Use Permit No. 3342 (REVISED)

REQUEST TO: Request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full time valet parking service and the approval of a traffic study.

LOCATION: 3901 East Coast Highway

REPORT REQUESTED BY: May 12, 1989

CITY COMMISSION REVIEW: May 22, 1989

COMMENTS:

Building to be fully sprinklered. Provide additional access / not shown on drawing to rear of building from Hazel Dr. Hillside in Buck Gully may require vegetation control. Provide an additional fire hydrant within 30' of the sprinkler connections on Coast Highway. Comply with current Building and Fire Codes. See attached memo from a joint meeting

Signature:

Ray Brown

Date:

May 19, 1989

*add as
condic.
#5A*

CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date February 7, 1989

- ADVANCE PLANNING DIVISION
- PUBLIC WORKS DEPARTMENT
- TRAFFIC ENGINEER
- FIRE DEPARTMENT
- PLAN REVIEW DIVISION
- PARKS & RECREATION
- POLICE DEPARTMENT
- MARINE SAFETY
- GRADING

- PLANS ATTACHED (PLEASE RETURN)
- PLANS ON FILE IN PLANNING DEPT.

APPLICATION OF: Emerald Village Associates, Inc.

FOR: Use Permit No. 3342

Request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full time valet parking service; and the approval of a traffic study.

LOCATION: 3901 East Coast Highway

REPORT REQUESTED BY: 2-27-89

COMMISSION REVIEW: 3-9-89

COMMENTS: _____

Signature: _____ Date: _____

CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date February 7, 1989

ADVANCE PLANNING DIVISION
 PUBLIC WORKS DEPARTMENT
 TRAFFIC ENGINEER
 FIRE DEPARTMENT
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APPLICATION OF: Emerald Village Associates, Inc.

FOR: Use Permit No. 3342

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LOCATION: 3901 East Coast Highway

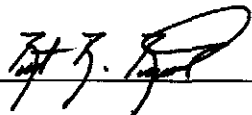
REPORT REQUESTED BY: 2-27-89

COMMISSION REVIEW: 3-9-89

COMMENTS: The parcel is located in an area of "Corona del Mar" which is designated for "RETAIL AND SERVICE COMMERCIAL" uses by both the Land Use Element and "Plan" (L.U.E.) of the General Plan, and by the Local Coastal Program, Land Use Plan (L.C.P.). The proposal is consistent with the both the L.C.P. and the L.U.E. land use category guidelines (the latter specifically allows for "senior citizen housing facilities"). The L.C.P., as amended by Amendment No. 7, designated the property for "specific use limited to senior citizen housing facilities; with the direction that the property be rezoned to the Planned Community District, with a Use Permit as the Planned Community Development Plan". The L.U.E. area specific policies stipulate that "the P-C zoned site at 3901 East Coast Highway (the subject property) shall be subject to the approval of Planned Community District Regulations and a Development Plan." The proposed Use Permit for an elderly personal care facility is consistent with the guidelines and policies of both documents.

NO CONFLICT

Signature: _____



Date: 27 February 1989

C:\WP\UP3342.PRR

CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date February 7, 1989

ADVANCE PLANNING DIVISION
 PUBLIC WORKS DEPARTMENT
 TRAFFIC ENGINEER
 FIRE DEPARTMENT
 PLAN REVIEW DIVISION
 PARKS & RECREATION
 POLICE DEPARTMENT
 MARINE SAFETY
 GRADING

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APPLICATION OF: Emerald Village Associates, Inc.

FOR: Use Permit No. 3342

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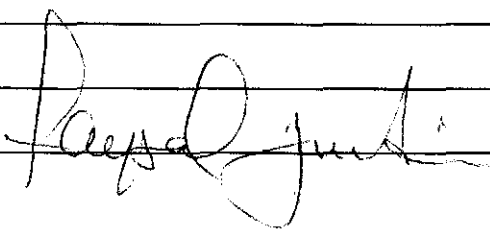
LOCATION: 3901 East Coast Highway

REPORT REQUESTED BY: 2-27-89

COMMISSION REVIEW: 3-9-89

COMMENTS: 1. Comply with THE UNIFORM BUILDING Code

2. HEALTH Dept. APPROVAL IS REQUIRED
3. Comply WITH HANDICAP ACCESSIBILITY REQUIREMENTS.

Signature: 

Date: 3/2/89

CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date February 7, 1989

ADVANCE PLANNING DIVISION
 PUBLIC WORKS DEPARTMENT
 TRAFFIC ENGINEER
 FIRE DEPARTMENT
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APPLICATION OF: Emerald Village Associates, Inc.

FOR: Use Permit No. 3342

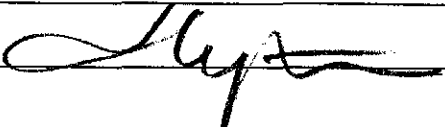
Request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full time valet parking service; and the approval of a traffic study.

LOCATION: 3901 East Coast Highway

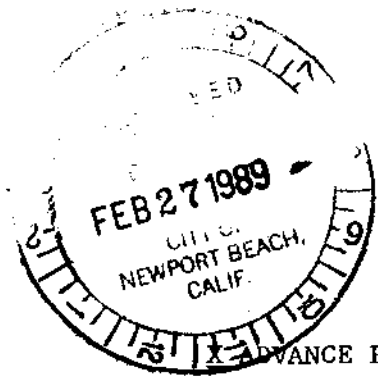
REPORT REQUESTED BY: 2-27-89

COMMISSION REVIEW: 3-9-89

COMMENTS: THIS PROJECT REQUIRES AUTOMATIC
SPRINKLERS. ADEQUATE FIRE FLOW MUST
BE AVAILABLE AND EMERGENCY
VEHICLE ACCESS PROVIDED. BLOCK
APPEARS OVER AREA & HEIGHT FOR
THE TYPE OF CONSTRUCTION INDICATED.

Signature: 

Date: 2-27-89



CITY OF NEWPORT BEACH
PLANNING DEPARTMENT
PLAN REVIEW REQUEST

Date February 7, 1989

ADVANCE PLANNING DIVISION

PUBLIC WORKS DEPARTMENT

TRAFFIC ENGINEER

FIRE DEPARTMENT

PLAN REVIEW DIVISION

PARKS & RECREATION

POLICE DEPARTMENT

MARINE SAFETY

GRADING

PLANS ATTACHED (PLEASE RETURN)

PLANS ON FILE IN PLANNING DEPT.

APPLICATION OF: Emerald Village Associates, Inc.

FOR: Use Permit No. 3342

Request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full time valet parking service; and the approval of a traffic study.

LOCATION: 3901 East Coast Highway

REPORT REQUESTED BY: 2-27-89

COMMISSION REVIEW: 3-9-89

COMMENTS: ① Entry drive design cannot accommodate large trucks such as moving vans - should be redesigned to handle expected needs.
② Drive slopes ~~are~~ shall be subject to parking standards and shall be reviewed and approved by the Traffic Engineer
③ Parking steel dimensions shall be clear distances from any structural supports and shall conform to current standards.
④ Tandem handicap parking has been unacceptable in the past and probably still is to the State.

Signature: Richard M. Edmundson

Date: 2/24/89

Addendum to Emerald Village CUP Application

Purpose of Application (describe fully):

Request to permit the operation and construction of a 50,175 sq. ft. Residential Care Home for the Elderly, licensed by the County's Department of Social Services. The structure to be built on a 66,900 sq. ft. site will house eighty-five (85) units plus approximately 18,500 sq. ft. of common area and circulation. Sixty to sixty-five of the units are studios, those remaining will have a bedroom divided from a private sitting area. All units will have a private bathroom and no kitchens. The common area includes a central kitchen, dining room, library/living room, craft/recreation room, multi-purpose room, central laundry, housekeeping, public restrooms, staff lockers and administration offices. A total of forty-three (43) stalls, for a .51 parking ratio,* will be provided in a subterranean garage.

Emerald Village's side, front and rear yard setbacks will all be significantly greater than the Corona del Mar zoning requirements for commercial uses adjacent to residential and a variance for building height is not required. Landscaped open space area far exceeds the code minimums.

- * This ratio exceeds by three times the historical "peak demand parking requirements" for multiple similar facilities throughout southern California, each observed over eight sample periods. This is according to Victor Regnier, a University of Southern California professor, who is considered today to be the top gerontologist/architect in the country. His letter regarding Emerald Village is attached along with his resume. Also attached is a parking study from Kunzman Associates, a local parking and traffic engineering group. This study is provided per the request of the City Planning Staff. The Kunzman study states that 42 parking stalls would satisfy the total gross parking needs for a similar facility having 130 units. Emerald Village is providing 43 stalls for 85 units. Using the information provided by both Regnier and Kunzman daily traffic trips are projected to be less than 200.

CHECK LIST FOR APPLICATIONS

Yes No

- | | | |
|-------------------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Property owners' list on gummed labels |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Radius map |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Plans - dimensioned, and to scale |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Environmental document required? <i>COMPLETED.</i> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Resubdivision or tract map required?
(Building to be constructed over a common property line?) |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Modification(s) to the Zoning Code required? <i>TANDEM PARKING w/ VALET.</i> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Traffic Study required? |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Coastal Residential Development Permit required? |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Affordable housing (non-coastal) required? |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Letter from the applicant with details of the project? |

Received by: *C. F. [Signature]*

Date: *2-14-89*

Application No. *UP 3342*

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Planning Commission of the City of Newport Beach will hold a public hearing on the application of Emerald Village Associates, Inc. for Use Permit No. 3342 on property located at 3901 East Coast Highway.

Request to permit the construction of an 85 unit elderly personal care facility on property located in the P-C District. The proposal also includes a request to allow a portion of the structure to exceed the 32 foot basic height limit in the 32/50 Height Limitation District; a request to establish an off-street parking requirement based on a demonstrated formula; a modification to the Zoning Code so as to allow the use of tandem parking spaces in conjunction with a full time valet parking service; and the approval of a traffic study.

Notice is hereby further given that a Negative Declaration has been prepared by the City of Newport Beach in connection with the application noted above. The Negative Declaration states that, the subject development will not result in a significant effect on the environment. It is the present intention of the City to accept the Negative Declaration and supporting documents. This is not to be construed as either approval or denial by the City of the subject application. The City encourages members of the general public to review and comment on this documentation. Copies of the Negative Declaration and supporting documents are available for public review and inspection at the Planning Department, City of Newport Beach, 3300 Newport Boulevard, Newport Beach, California, 92658-8915 (714) 644-3225.

Notice is hereby further given that said public hearing will be held on the 9th day of March 1989, at the hour of 7:30 p.m. in the Council Chambers of the Newport Beach City Hall, 3300 Newport Boulevard, Newport Beach, California, at which time and place any and all persons interested may appear and be heard thereon. If you challenge this project in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City at, or prior to, the public hearing. For information call (714) 644-3200.

Gary J. Di Sano, Secretary, Planning Commission, City of Newport Beach.

Note: The expense of this notice is paid from a filing fee collected from the applicant.

ROYS WALTER M
332 POPPY AVE
CORONA DEL MAR, CAL 92625
052-181-17

WILLSON MARGARET T.
336 POPPY AVE
CORONA DEL MAR, CA. 92625
052-181-18

CAPRI CATHY L
341 HAZEL DR.
CORONA DEL MAR, CA. 92625
052-181-19

VAN-FRANK INVESTMENTS
2950 LOS FELIZ BLVD.
LOS ANGELES, CA. 90039
052-181-21
052-181-31

MOORESTANLEY
346 POPPY AVE
CORONA DEL MAR, CA. 92625
052-181-34

VAN FRANK INVESTMENT CO
2950 LOS FELIZ BLVD.
LOS ANGELES, CA. 90039
052-181-35

WISEMAN DAM R
336 HAZEL DR.
CORONA DEL MAR, CA. 92625
052-182-22

BANK LLOYDS CALIFORNIA
P.O. BOX 389
SANTA ANA, CA. 92702
052-182-25

TILLNER NORMAN N
324 HAZEL DR.
CORONA DEL MAR, CA.
052-182-31

COOPER ROBERT J
332 HAZEL DR.
CORONA DEL MAR, CA. 92625
052-182-35

LUCIDI EDGAR A TR
328 HAZEL DR.
CORONA DEL MAR, CA. 92625
052-182-36

BANK LLOYDS CALIFORNIA
P.O. BOX 389
SANTA ANA, CA. 92702
052-182-39

EMERALD VILLAGE AS
052-182-40 *68*
UP3342

BANK LLOYDS CALIFORNIA
P.O. BOX 389
SANTA ANA, CA. 92702
052-181-41

RHODES FRANK A 3RD
320 SEAWARD R.
CORONA DEL MAR, CA. 92625
052-190-02

WEHRLY LOLA HOLMES
9277 WARBLER WAY
LOS ANGELES, CA. 90069
052-191-01

MARLEY M P
P.O. BOX 553
CORONA DEL MAR, CA. 92625
052-191-12

PETERSON DONALD J
249 EVENING CANYON RD.
CORONA DEL MAR, CA. 92625
052-191-13

EDWARDS ELEANOR E TR
255 EVENING CANYON RD.
CORONA DEL MAR, CA. 92625
052-191-14

RONNOW J L
261 EVENING CANYON RD.
CORONA DEL MAR, CA. 92625
052-191-15

RONNOW RUTH J
261 EVENING CANYON RD.
CORONA DEL MAR, CA. 92625
052-191-15

SCHOLLER ROBERT W
265 EVENING CANYON RD.
CORONA DEL MAR, CA. 92625
052-191-16

ZEIGER HAROLD M
269 EVENING CANYON RD.
CORONA DEL MAR, CA. 92625
052-191-17

JANAS WITOLD M
273 EVENING CANYON RD.
CORONA DEL MAR, CA. 92625
052-191-18

SHAPIRO HASKELL
287 EVENING CANYON RD.
CORONA DEL MAR, CA. 92625
052-191-20

SHORE CLIFFS PROPERTY
P.O. BOX 621
CORONA DEL MAR, CA. 92625
052-191-21

LA VIGNE FRED J
266 EVENING CYN RD.
CORONA DEL MAR, CA. 92625
052-192-12

DAVIES JAMES F. TR
272 EVENING CANYON RD.
CORONA DEL MAR, CA.
052-192-13

JACKLIN EDWARD TR
280 EVENING CANYON RD.
CORONA DEL MAR, CA. 92625
052-192-14

ROSE RICHARD J
332 POINSETTIA
CORONA DEL MAR, CA. 92625
052-161-01

RENICK GARY A
332 POINSETTIA
CORONA DEL MAR, CA. 92625
052-161-01

MILLER ROBERT C
330 POINSETTIA AVE
CORONA DEL MAR, CA. 92625
052-161-02

CRUMP SPENCER
P.O. BOX 38
CORONA DEL MAR, CA. 92625
052-161-02

PHILLIPS KATHLEEN S
3018 SCENIC HEIGHTS WAY
CARMICHAEL, CA. 95608

052-161-22

ZIGLAR WALTER M
327 POPPY AVE
CORONA DEL MAR, CA. 92625

052-161-23

PHODES MACK E
331 POPPY AVE
CORONA DEL MAR, CA. 92625

052-161-24

CASSIDY PARL M
333 POPPY
CORONA DEL MAR, CA. 92625

052-161-25

WATHEY LAWRENCE L TR
5770 CAMINO CARRALVO
SANTA BARBARA, CA. 93111

052-162-01

VAN-FRANK INVESTMENTS INC.
2950 LOS FELIZ BLVD.
LOS ANGELES, CA. 90039

052-162-02

MASTERS CHARLES W TR
P.O. BOX 116
CORONA DEL MAR, CA. 92625

459-121-01

MASTERS CHARLES W TR
P.O. BOX 116
CORONA DEL MAR, CA 92625

459-121-02

FITZ MARY L.
411 HAZEL DR.
CORONA DEL MAR, CA. 92625

459-121-03

PRICE JOE D.
P.O. BOX 1111
BARTLESVILLE, OK 74005

459-121-04

RICH JAMES E
802 S. BAY FRONT
BALBOA ISLAND, CA. 92662

459-123-01

DUCA PETE J
3840 E. COAST HWY
CORONA DEL MAR, CA. 92625

459-123-02

PLACE DELORES GALLO
1526 COTTONWOOD CIR
AUBURN, CA. 95603

459-123-03

UNION OIL CO OF CAL
P.O. BOX 7600
LOS ANGELES, CA. 90054

459-123-04

UNION OIL CO OF CAL.
P.O. BOX 7600
LOS ANGELES, CA. 90054

459-123-05

RAY JAMES D
4720 CORTLAND DR.
CORONA DEL MAR, CA. 92625

459-123-06

SAX STAN
412 HAZEL DR.
CORONA DEL MAR, CA. 92625

459-123-07

FROST OAKLEY C
416 HAZEL DR.
CORONA DEL MAR, CA. 92625

459-123-08

GRANDINETTE MEL JOSEPH
418 HAZEL DR.
CORONA DEL MAR, CA. 92625

459-123-09

CENTRA RONALD
405 COLUMBUS CIR
CORONA DEL MAR, CA. 92625

459-161-10

FRIEDL EDWARD W.
401 SEAWARD RD.
CORONA DEL MAR, CA. 92625

459-161-14

COX DILLON R TR
1781 SHADY CREST PL
EL CAJON, CA. 92020

459-221-01

HAWS RAYMOND TR
413 E. BAY ST.
COSTA MESA, CA. 92627

459-221-02

HOMAN LORENE E TR
P.O. BOX 521
CORONA DEL MAR, CA. 92625

459-221-03

TOBEY DON D TR
P.O. BOX 765
CORONA DEL MAR, CA. 92625

459-221-16

COX DILLON R TR
1781 SHADY CREST PL
EL CAJON, CA. 92020

459-221-18

GALLAGHER JAMES G
310 NARCISSUS AVE
CORONA DEL MAR, CA. 92625

459-221-19

*Corona del Mar Comm
459-221-20 Assoc.
Dick Nichols, Pres.
519 Suis
Corona del Mar, Ca 92625*

MILEY JOHN B
205 E. BALBOA BLVD.
BALBOA, CA. 92661

938-01-037

SIEGEL BLOSSOM
1924 SANTIAGO
NEWPORT BEACH, CA. 92660

938-01-038

LEVINE ROSS A
407 POPPY AVE UNIT 3
CORONA DEL MAR, CA. 92625

938-01-039

CATES JENE
409 POPPY AVE
CORONA DEL MAR, CA. 92625

938-01-040

*Emerald Village Assoc.
4770 Campus Dr., Ste 100
Newport Beach, Ca 92660*

Plant Service Information Guarantee

NO. P A663900-3767	FEE \$ N/C
LIABILITY \$200.00	YOUR REFERENCE 300 FT. VARIANCE

Ticor Title Insurance Company of California, a California corporation, does hereby guarantee

EMERALD VILLAGE ASSOCIATES
4770 CAMPUS DR. #100
NEWPORT BEACH, CA. 92660

ATTN: JOHN CHRISTENSEN

who, by requesting this limited guarantee agrees that the liability of the company hereunder shall not exceed the liability herein stated and shall be limited to actual loss if less than said amount, that, as appears from an examination of its lot books or property indices, information as to the matters herein specified pertaining to land herein described is as follows:

NAMES OF OWNERS, ADDRESSES AND ASSESSORS PARCEL NUMBERS OF PROPERTY
LOCATED WITHIN A 300 FT. RADIUS OF ASSESSORS PARCEL NO. 052-182-37.

No guarantee is made as to the validity, legal effect or priority of any matter above shown, and if the information was requested by reference to a street address, no guarantee is made that said land is the same as said address.

Dated as of FEBRUARY 3, 1989 @ 7:30 A.M.

FT/SM

TICOR TITLE INSURANCE COMPANY OF CALIFORNIA

By *Gerald L. Appel* President

Attest *Ernest R. ...* Secretary

Please note carefully the Liability Exclusions and Limitations and the specific assurances afforded by this guarantee. If you wish additional liability, or assurances other than as contained herein, please contact the Company for further information as to the availability and cost.

DATE 6-07 TIME 9:45

FOR Dana

WHILE YOU WERE OUT

M John Christensen

OF Emerald Assoc

PHONE No 476 0880 EXT. _____

TELEPHONED	<input checked="" type="checkbox"/>	PLEASE CALL	<input checked="" type="checkbox"/>
RETURNED YOUR CALL	<input type="checkbox"/>	WILL CALL AGAIN	<input type="checkbox"/>
CAME IN TO SEE YOU	<input type="checkbox"/>	URGENT	<input type="checkbox"/>

MESSAGE _____

E.
3901 P.O.H.

BY ll

DATE 6-20 TIME 10:30

FOR Dana

WHILE YOU WERE OUT

M ly

OF _____

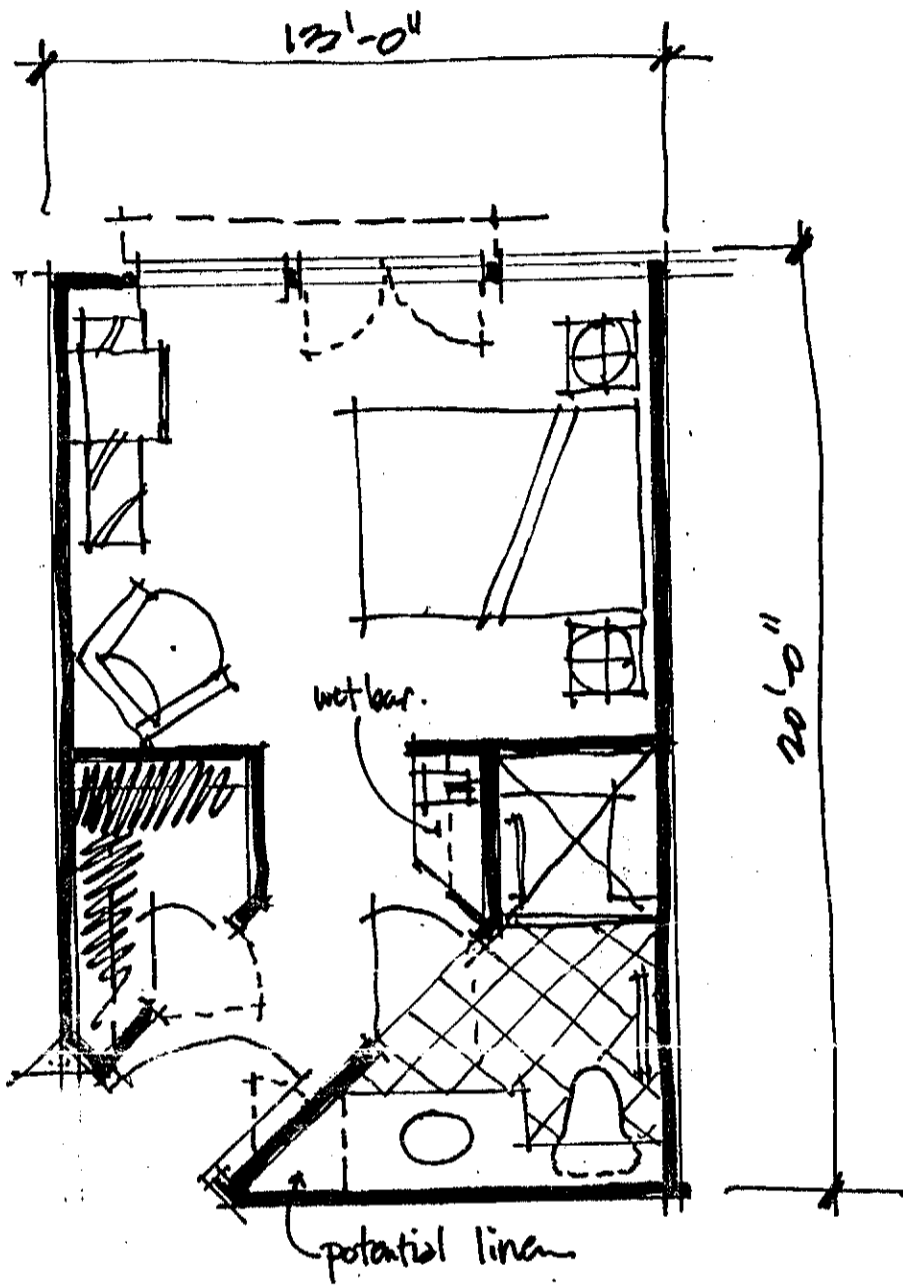
PHONE No 644-7111 EXT. _____

TELEPHONED	<input type="checkbox"/>	PLEASE CALL	<input type="checkbox"/>
RETURNED YOUR CALL	<input checked="" type="checkbox"/>	WILL CALL AGAIN	<input type="checkbox"/>
CAME IN TO SEE YOU	<input type="checkbox"/>	URGENT	<input type="checkbox"/>

MESSAGE _____

1 acre = 43,560. sq ft

BY Dee



PLAN A

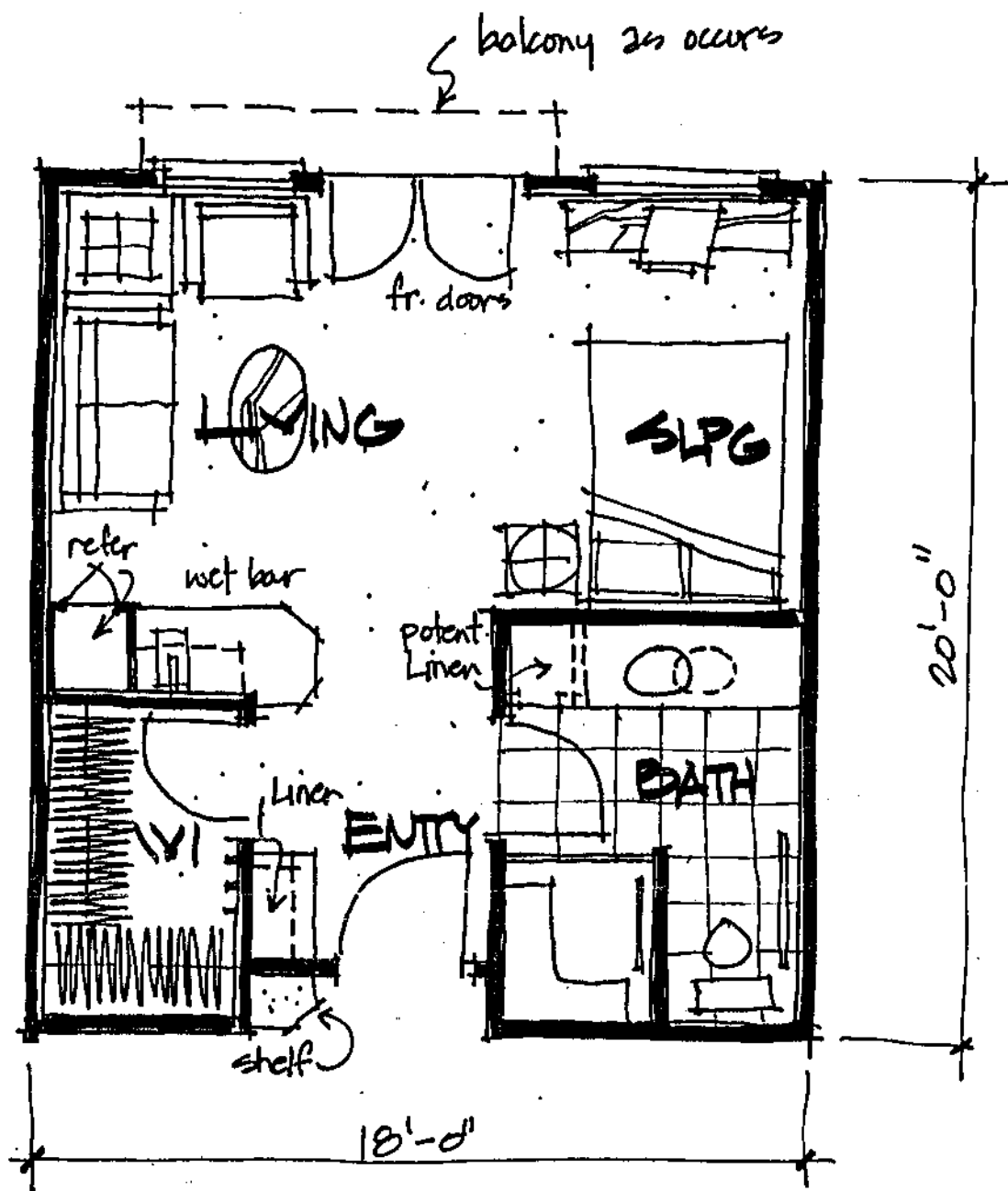
STUDIO

5.16.88
 ± 260 SF

87350

Kermit Dorius FAIA
 Architects and
 Associates





PLAN B+C

STUDIO - ALONE

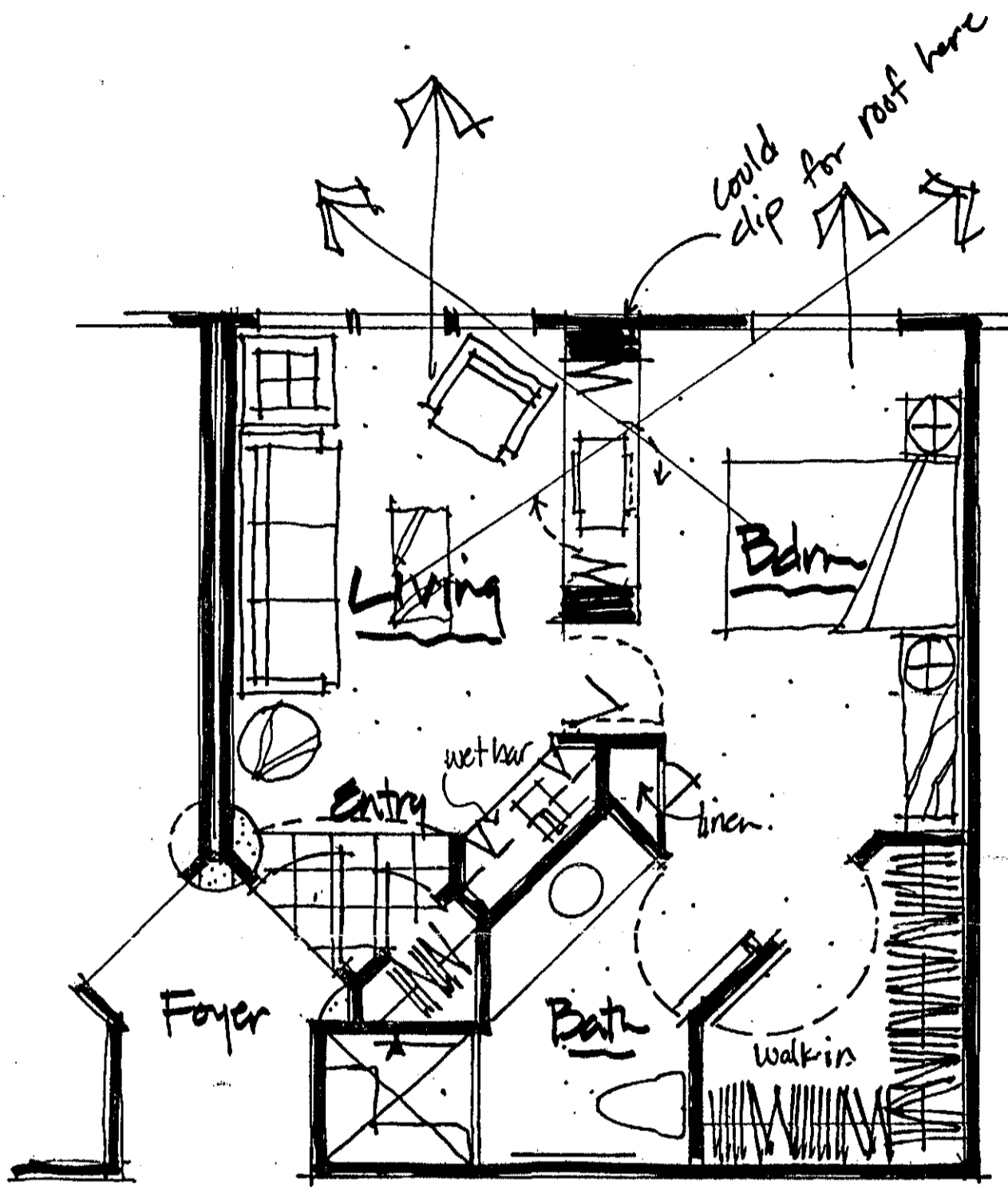
360 SF

5.16.88

87350

Kermit Dorius FAIA
Architects and
Associates





5.16.88

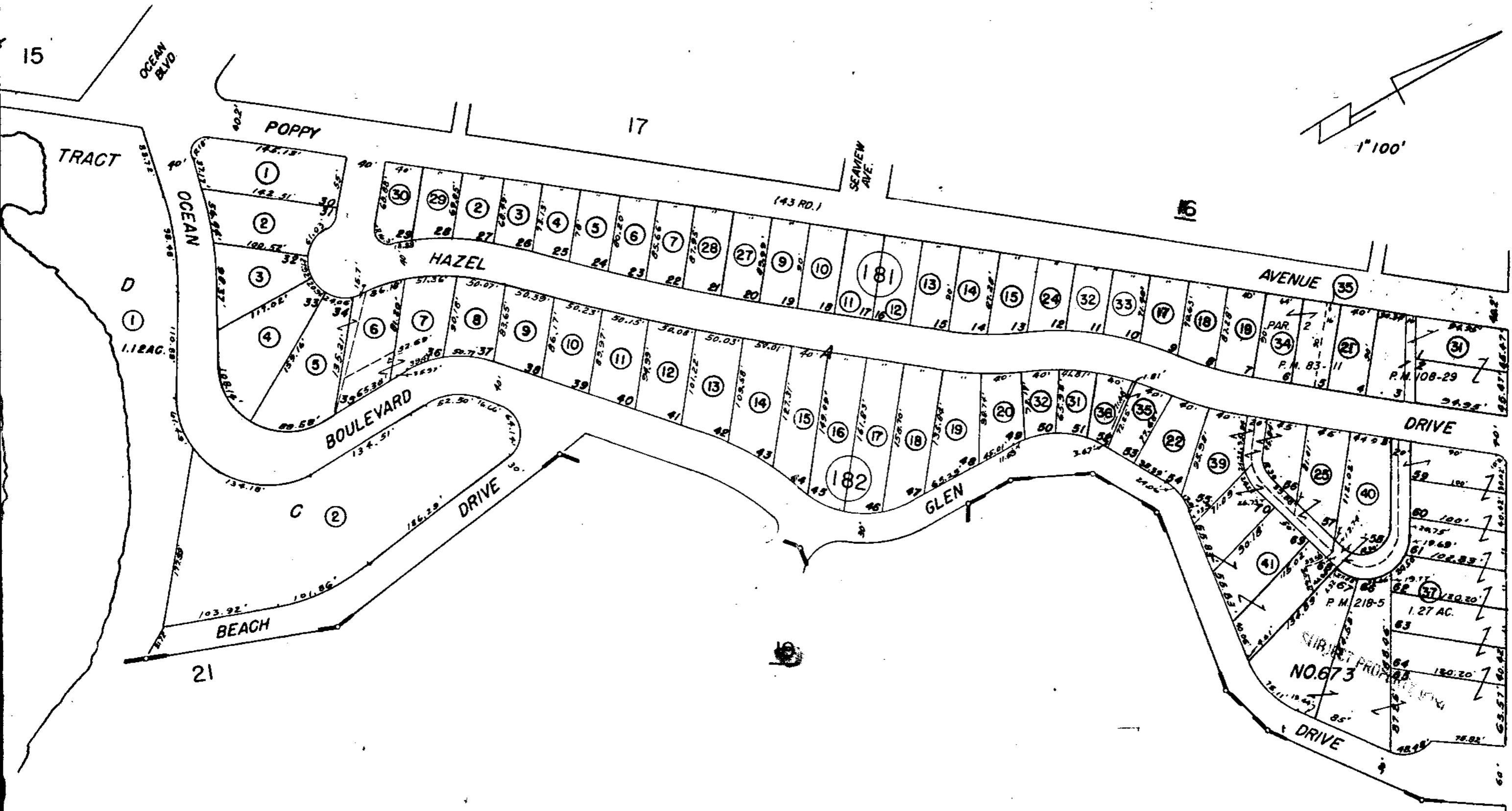
Kermit Dorius FAIA
Architects and
Associates



PLAN D
87350

1 Bdrm

± 460 SF



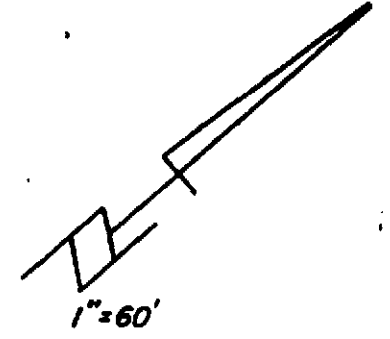
MARCH 1949

TR. NO. 673
PARCEL MAP

M.M. 20.-17 & 18
P.M. 83-11

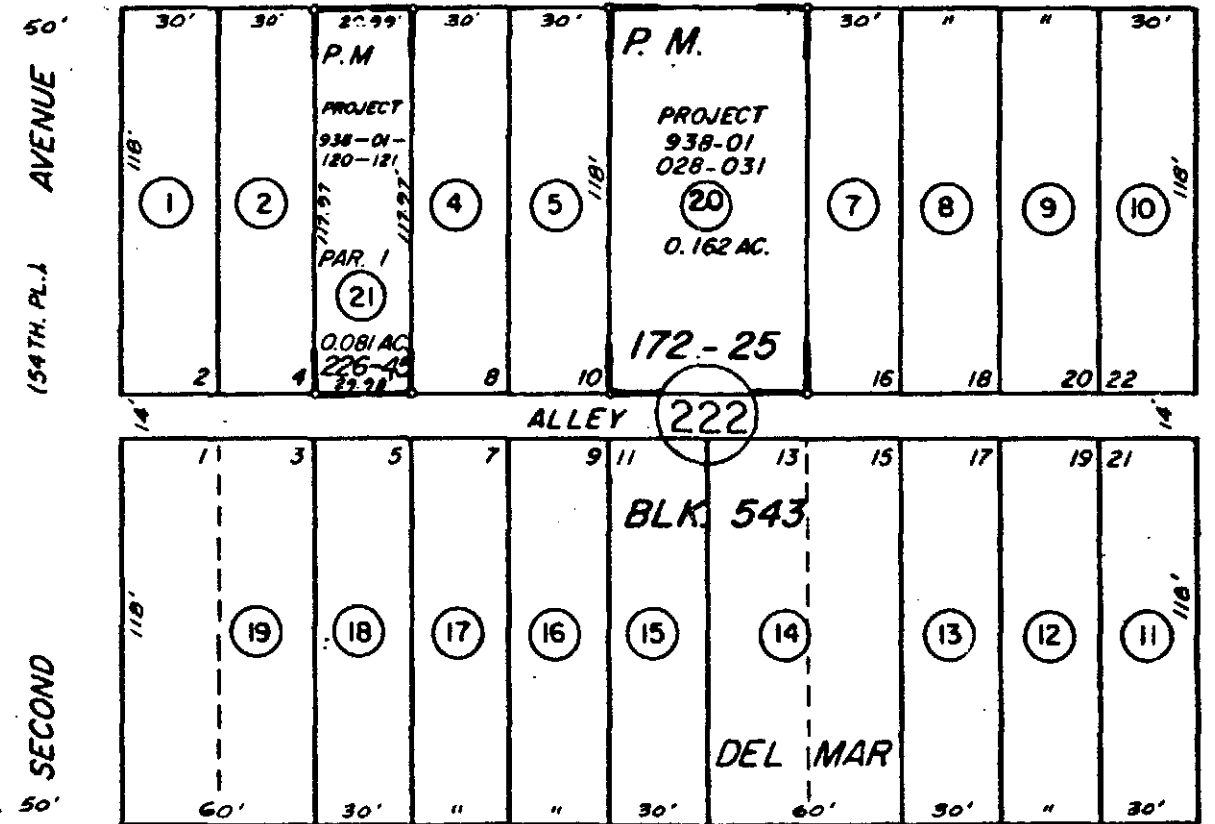
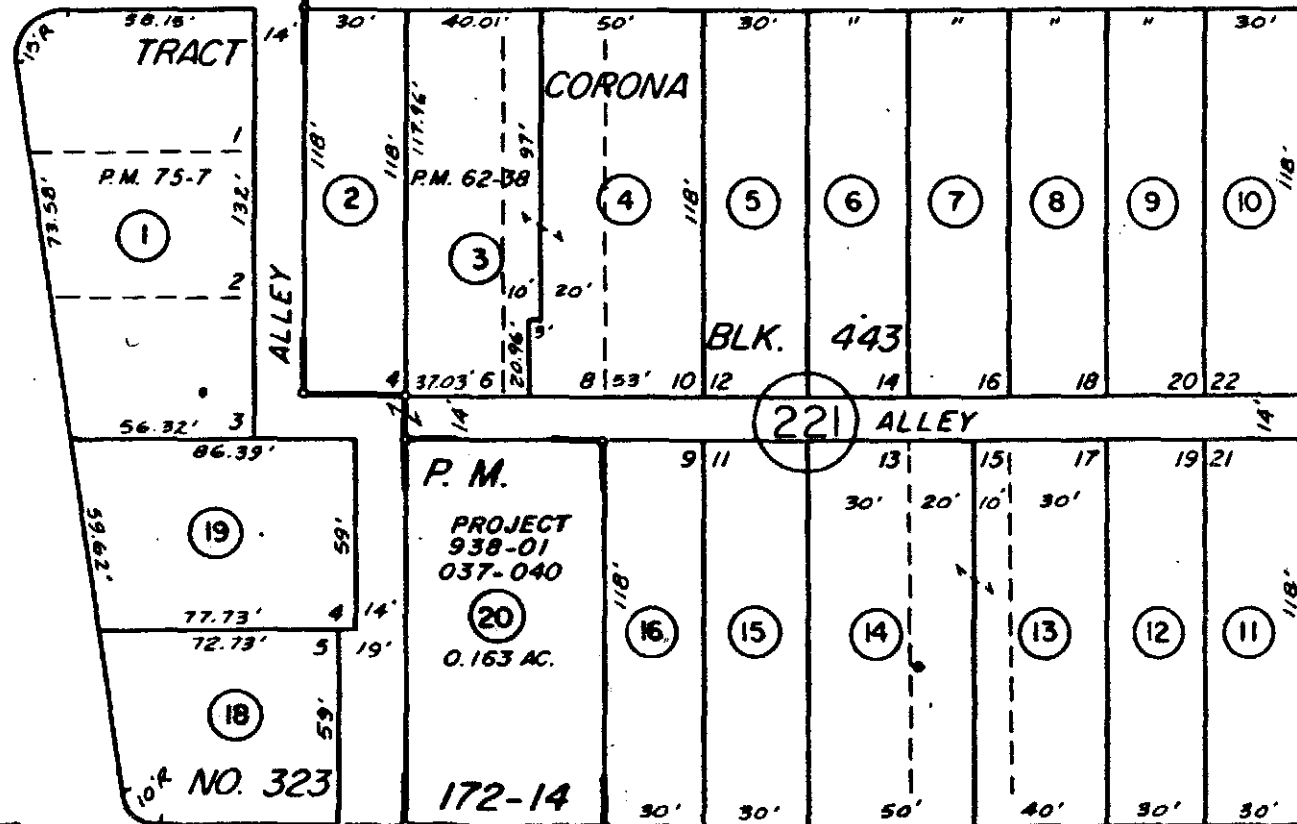
NOTE - ASSESSOR'S BLOCK &
PARCEL NUMBERS
SHOWN IN CIRCLES

ASSESSOR'S MAP
BOOK 52 PAGE 18
COUNTY OF ORANGE



21

POINSETTIA (PANSY) AVENUE



POPPY

(43 RD. AVE.)

AVENUE

MARCH 1983

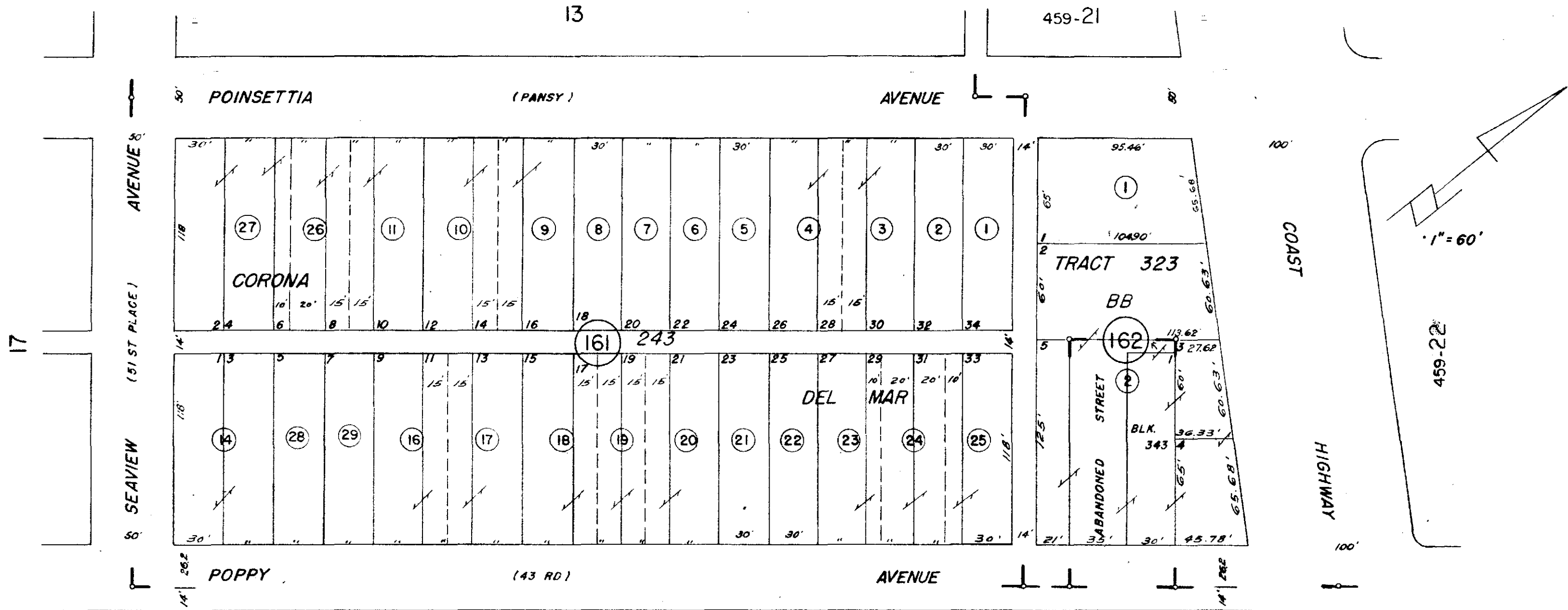
CORONA DEL MAR TRACT NO. 323 PARCEL MAP

M. M. 3-42
M. M. 14-40, 41
P. M. 75-7, 172-14, 172-25, 226-45

NOTE - ASSESSOR'S BLOCK & PARCEL NUMBERS SHOWN IN CIRCLES

ASSESSOR'S MAP BOOK 459 PAGE 22 COUNTY OF ORANGE





MARCH 1949

CORONA DEL MAR
TR. 323

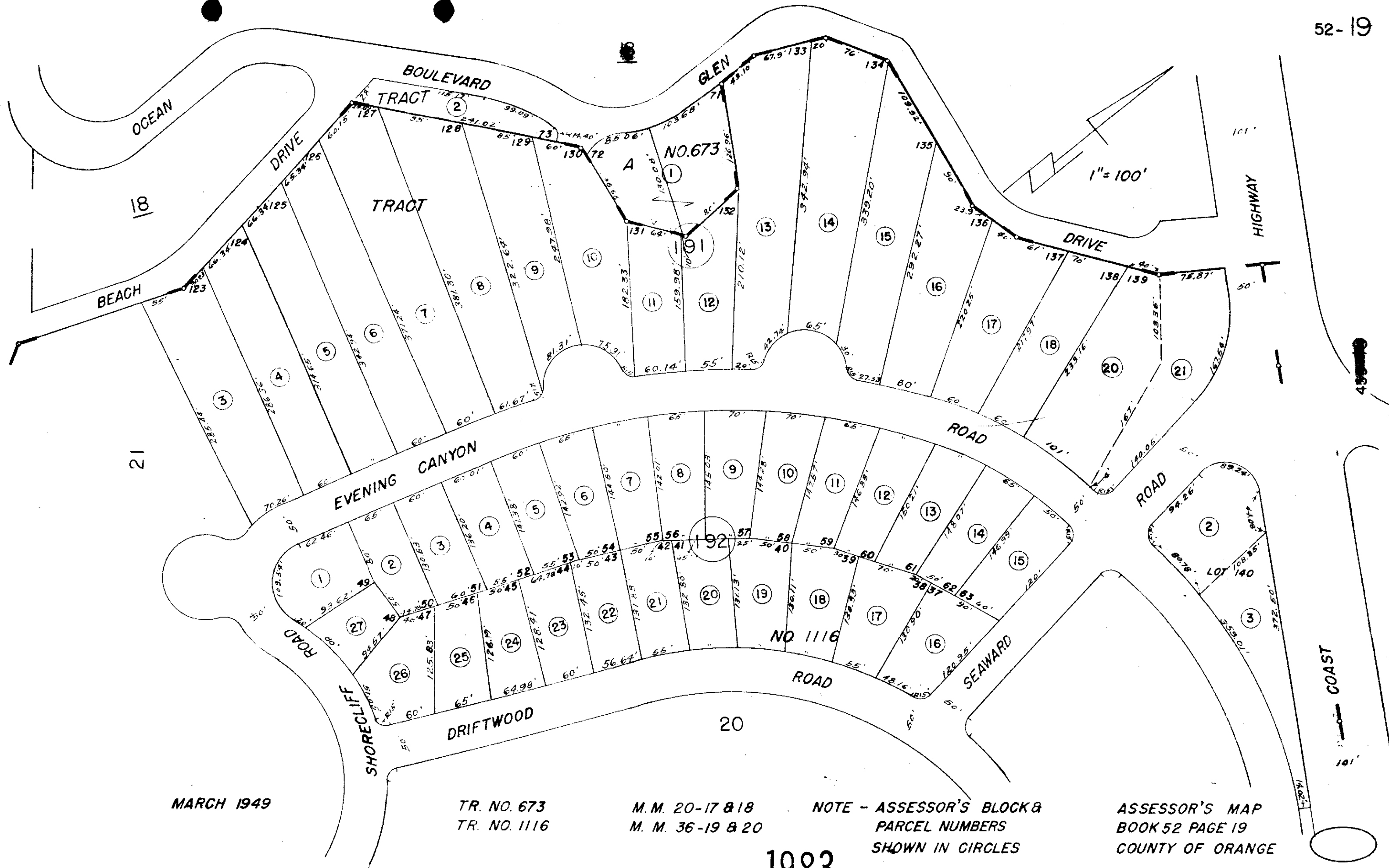
M.M. 3-42
M.M. 14-40, 41

1983

NOTE - ASSESSOR'S BLOCK &
PARCEL NUMBERS
SHOWN IN CIRCLES

ASSESSOR'S MAP
BOOK 52 PAGE 16
COUNTY OF ORANGE





MARCH 1949

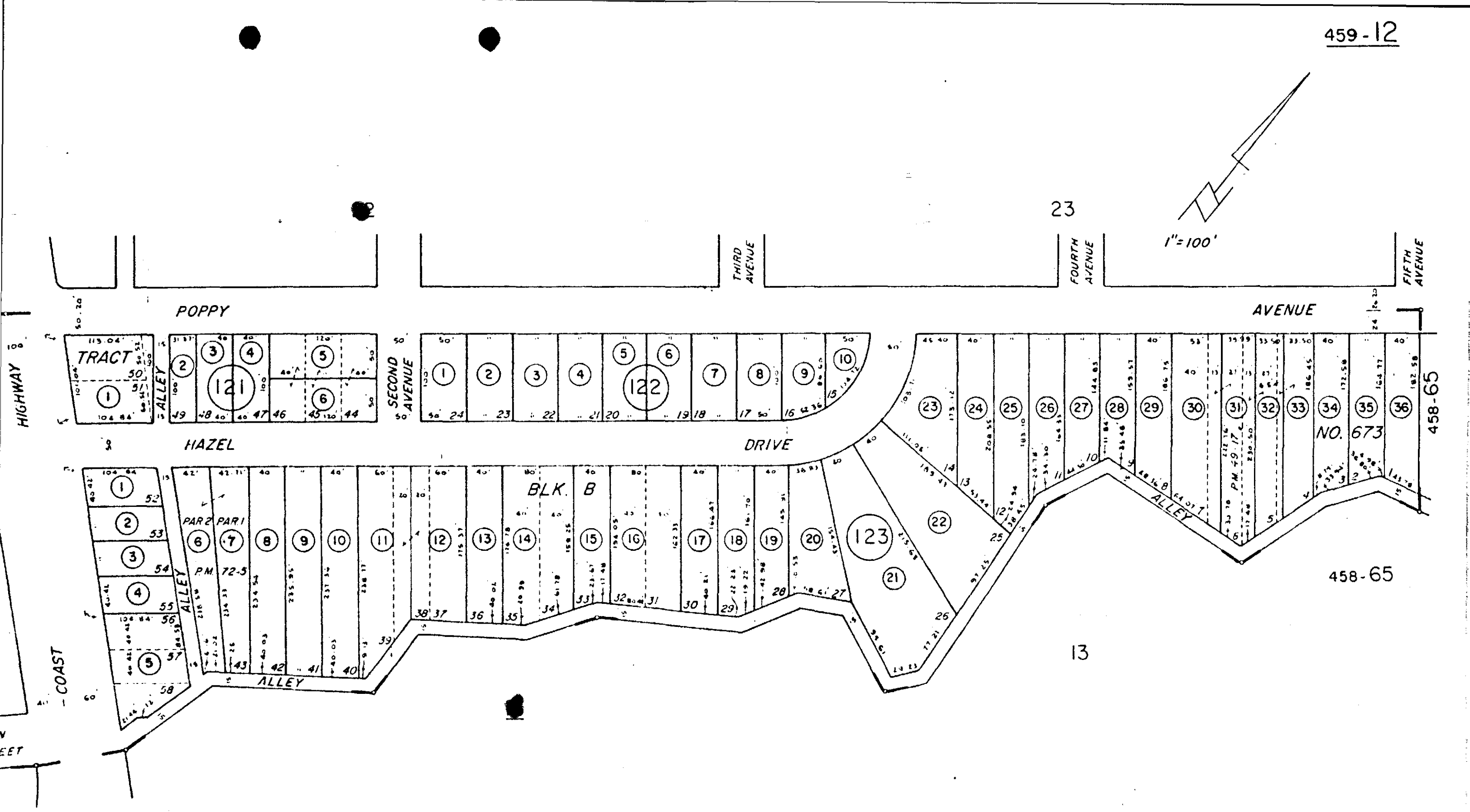
TR. NO. 673
TR. NO. 1116

M. M. 20-17 & 18
M. M. 36-19 & 20

NOTE - ASSESSOR'S BLOCK &
PARCEL NUMBERS
SHOWN IN CIRCLES

ASSESSOR'S MAP
BOOK 52 PAGE 19
COUNTY OF ORANGE

1983



HIGHWAY 108

COAST

MARCH 1983

TRACT NO. 673
PARCEL MAP

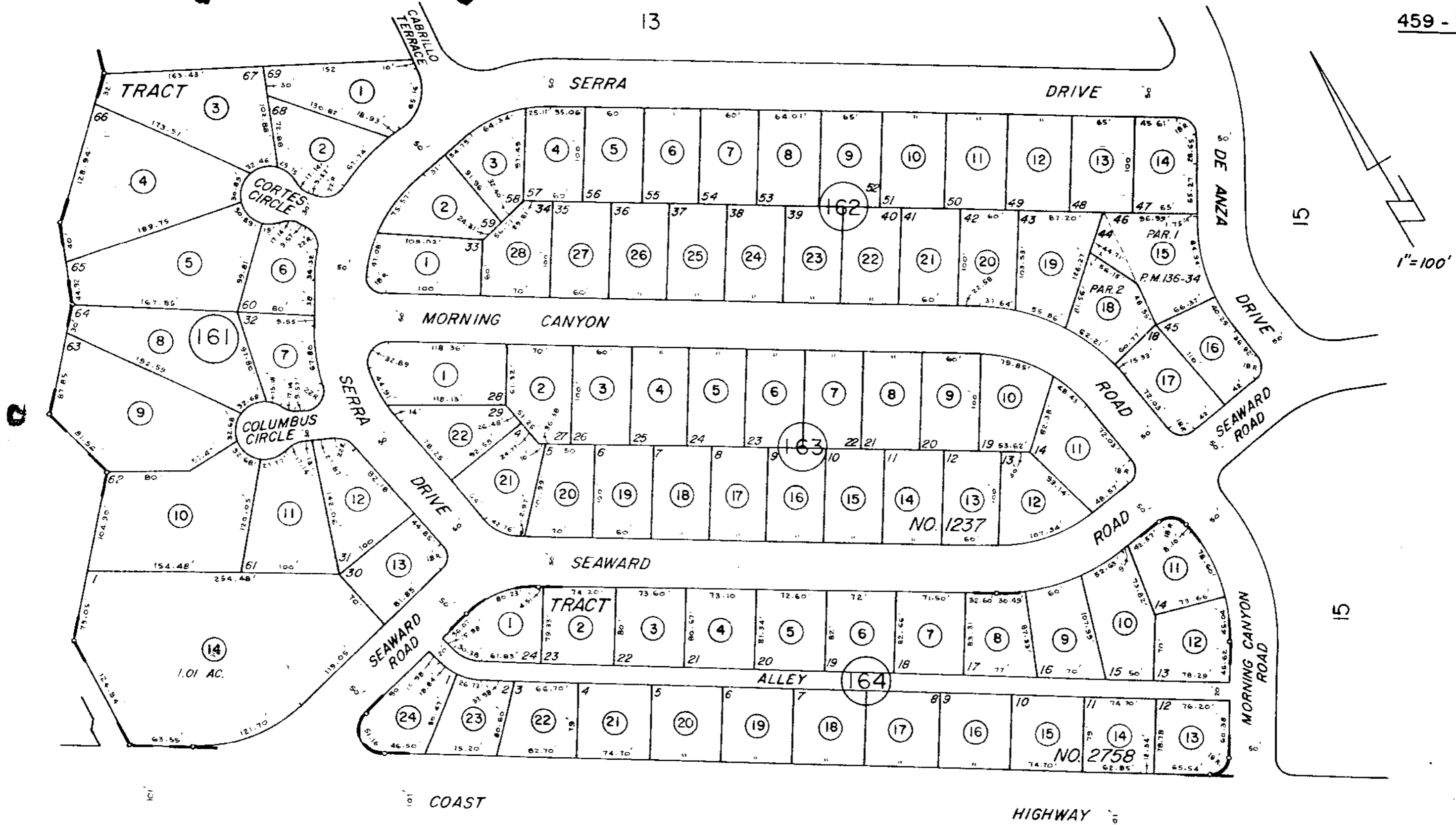
M. M. 20-17
P. M. 72-5

NOTE: ASSESSOR'S BLOCK &
PARCEL NUMBERS
SHOWN IN CIRCLES

ASSESSOR'S MAP
BOOK 459 PAGE 12
COUNTY OF ORANGE

1985





GLEN DRIVE

MARCH 1983

SEAWARD ROAD

TRACT NO. 1237
 TRACT NO. 2758
 PARCEL MAP

M.M. 40-19,20
 M.M. 117-26,27
 P.M. 136-34

52-20
 NOTE - ASSESSOR'S BLOCK &
 PARCEL NUMBERS
 SHOWN IN CIRCLES

MORNING CANYON ROAD

ASSESSOR'S MAP
 BOOK 459 PAGE 16
 COUNTY OF ORANGE

1983

(ALL OF TENTATIVE PARCEL MAP 85-257)
SHEET 1 OF 2 SHEETS
1 PARCEL
1.487 ACRES GROSS

DUPLICATE

PARCEL MAP No 85-257

BLOCK 5250
MODULES 87, 28

IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE,
STATE OF CALIFORNIA.

BEING A SUBDIVISION OF LOTS 58, 59, 60, 61, 62, 63, 64, 65, 66, 67 AND A PORTION OF LOT 68,
ALL IN BLOCK "A" OF TRACT 1A 673, AS SHOWN ON A MAP RECORDED IN BOOK 80, PAGES 17 AND 18
OF MISCELLANEOUS MAPS, RECORDS OF ORANGE COUNTY, TOGETHER WITH A 20 FOOT ALLEY ADJOINING
SAID LOTS VACATED BY RESOLUTION No 3210 BY THE CITY OF NEWPORT BEACH, RECORDED IN
BOOK 1317, PAGE 430 OF OFFICIAL RECORDS OF ORANGE COUNTY.

REGD. 811
ACCEPTED AND FILED AT THE
REQUEST OF
Ticor Title Co. of Cal.
DATE February 5, 1987
TIME 3:25 PM FEE \$ 8.00
INSTRUMENT # 87-069261
BOOK 218 PAGE 5 P.M.
LEE A. BRANCH
COUNTY RECORDER
BY Aileen Shaw
DEPUTY

PETE J. DUCA
R.G.E. 24668

JULY, 1985
ONE PARCEL

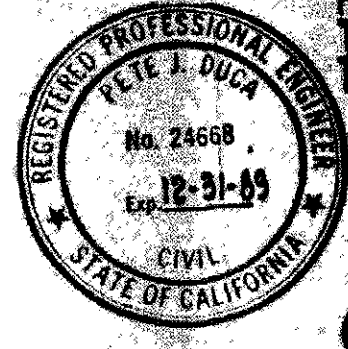
DUCA-MCCOY, INC.
CIVIL ENGINEERS

THE PURPOSE OF THIS PARCEL MAP IS TO COMBINE 10 EXISTING LOTS, A PORTION OF
AN EXISTING LOT AND A PORTION OF A VACATED ALLEY INTO ONE PARCEL.

SUBDIVIDER'S CERTIFICATE:

I, THE UNDERSIGNED, BEING THE SUBDIVIDER OF THE LAND COVERED BY
THIS MAP, THE RECORD OWNERS OF WHICH ARE LISTED HEREIN, DO HEREBY
CERTIFY THAT SAID RECORD OWNERS CONSENT TO THE PREPARATION AND
RECORDATION OF SAID MAP, AS SHOWN WITHIN THE DISTINCTIVE BORDER
LINE.

A.T. LEO'S LTD., A LIMITED PARTNERSHIP



Al E. Mayo, General Partner
GENERAL PARTNER
A.T. Leo's, Ltd.

ENGINEER'S CERTIFICATE:

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY
IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES
AT THE REQUEST OF CARL NIERMAN ON JUNE 4, 1985. I HEREBY CERTIFY THAT ALL MONUMENTS
AND OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED, OR THAT THEY WILL BE SET IN SUCH
POSITIONS ON OR BEFORE JULY 31, 1987 AND THAT SAID MONUMENTS ARE SUFFICIENT TO ENABLE
THE SURVEY TO BE RETRACED. I HEREBY STATE THAT THIS PARCEL MAP SUBSTANTIALLY CONFORMS TO
THE APPROVED OR CONDITIONALLY APPROVED TENTATIVE MAP, IF ANY.

Pete J. Duca
PETE J. DUCA R.G.E. 24668
R.G.E. EXPIRATION DATE: 12/31/89

CITY ENGINEER'S CERTIFICATE:

THIS MAP CONFORMS WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL
ORDINANCES.

DATED THIS 25th DAY OF NOVEMBER, 1986.
Donald L. Webb Jr.
CITY ENGINEER OF NEWPORT BEACH
R.G.E. EXPIRATION DATE: 6/30/89

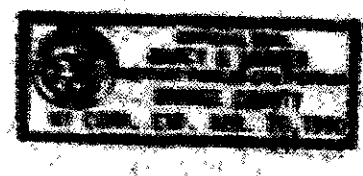
COUNTY SURVEYOR'S CERTIFICATE:

THIS MAP CONFORMS WITH THE MAPPING PROVISIONS OF THE SUBDIVISION MAP ACT AND
I AM SATISFIED SAID MAP IS TECHNICALLY CORRECT.

DATED THIS 29 DAY OF JANUARY, 1987
C.R. NELSON
COUNTY SURVEYOR
BY Paula Curran
DEPUTY

STATE OF CALIFORNIA) ss
COUNTY OF ORANGE) ss
ON THIS 27th DAY OF JULY, 1986, BEFORE ME, Nancy H. Warner, A NOTARY PUBLIC,
IN AND FOR SAID STATE, PERSONALLY APPEARED Al E. Mayo, PERSONALLY KNOWN TO
ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE ONE OF THE PARTNERS OF A.T. LEO'S LTD.
THE PARTNERSHIP THAT ENJOYED THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT SUCH PARTNERSHIP
ENJOYED THE SPACE
MY COMMISSION EXPIRES: 4/20/1990 WITNESS MY HAND AND OFFICIAL SEAL:

Nancy H. Warner
NOTARY PUBLIC IN AND FOR SAID STATE



Affidavit for notary stamp shown hereon
I hereby certify under penalty of perjury that the
notary stamp on the document to which this statement
is attached reads as follows:
Name of notary: NANCY H. WARNER
Date commission expires: 4/20/1990
County where bond is filed: ORANGE COUNTY
Place of execution: SANTA ANA, CA. Date: 1/22/87
Justin B. Thompson
Ticor Title Insurance Company of California

NOTE: SEE AFFIDAVIT HEREON REGARDING THIS NOTARY
STAMP PURSUANT TO GOVERNMENT CODE SECTION 27361.7

RECORD OWNERS:

1. A.T. LEO'S LTD., A LIMITED PARTNERSHIP, AS RECORD OWNERS.
2. GREAT WESTERN SAVINGS AND LOAN ASSOCIATION, AS BENEFICIARY UNDER THAT CERTAIN DEED OF TRUST RECORDED MAY 7, 1975 IN BOOK 11395, PAGE 453 OF OFFICIAL RECORDS.
3. KATHERINE S. PRICH, A WIDOW AS BENEFICIARY UNDER THAT CERTAIN DEED OF TRUST RECORDED MAY 11, 1981 IN BOOK 14053, PAGE 342 OF OFFICIAL RECORDS.
4. DUANE E. VINSON AND SPOUSE, IF ANY, AS BENEFICIARY UNDER THAT CERTAIN DEED OF TRUST RECORDED JULY 14, 1983 AS DOCUMENT No 83-302797 OF OFFICIAL RECORDS.
5. BANK OF AMERICA NATIONAL TRUST AND SAVINGS ASSOCIATION, AS BENEFICIARY UNDER THAT CERTAIN DEED OF TRUST RECORDED OCTOBER 30, 1984 AS DOCUMENT No 84-446058 OF OFFICIAL RECORDS.
6. SOUTHERN COUNTIES GAS COMPANY, A CALIFORNIA CORPORATION, HOLDER OF AN EASEMENT RECORDED MAY 9, 1946 IN BOOK 1403, PAGE 529 OF OFFICIAL RECORDS.
7. THE CITY OF NEWPORT BEACH, HOLDER OF AN EASEMENT RECORDED AUGUST 3, 1984 AS DOCUMENT No 84-322960 OF OFFICIAL RECORDS.

CLERK OF THE BOARD OF SUPERVISORS' TAX CERTIFICATE:

STATE OF CALIFORNIA) ss
COUNTY OF ORANGE) ss
I HEREBY CERTIFY TO THE RECORDS OF ORANGE COUNTY THAT THE PROVISIONS OF THE
SUBDIVISION MAP ACT HAVE BEEN COMPLIED WITH REGARDING DEPOSITS TO SECURE THE PAYMENT
OF TAXES OR SPECIAL ASSESSMENTS COLLECTED AS TAXES ON THE LAND COVERED BY THIS MAP.
DATED THIS _____ DAY OF _____, 1986.

LEIGHTO ROBERTS - CLERK OF THE BOARD OF SUPERVISORS

COUNTY TAX COLLECTOR'S CERTIFICATE:

STATE OF CALIFORNIA) ss
COUNTY OF ORANGE) ss
I HEREBY CERTIFY THAT ACCORDING TO THE RECORDS OF MY OFFICE THERE ARE NO LIENS AGAINST
THE LAND COVERED BY THIS MAP OR ANY PART THEREOF FOR UNPAID STATE, COUNTY, MUNICIPAL
OR LOCAL TAXES OR SPECIAL ASSESSMENTS COLLECTED AS TAXES, ENERGY TAXES OR SPECIAL ASSESSMENTS
COLLECTED AS TAXES NOT YET PAID.
DATED THIS 24th DAY OF JANUARY, 1986.

ROBERT L. CITRON BY Maria M. Grunath
COUNTY TREASURER-TAX COLLECTOR DEPUTY TREASURER-TAX COLLECTOR

IMPROVEMENT CERTIFICATE:

PURSUANT TO THE PROVISIONS OF SECTION 66411.1 OF THE SUBDIVISION MAP ACT THE
FOLLOWING IMPROVEMENTS ARE REQUIRED:

1. THAT THE CRACKED AND DISPLACED PORTIONS OF CURB, GUTTER AND SIDEWALK ON HAZEL DRIVE BE RECONSTRUCTED TO THE SATISFACTION OF THE PUBLIC WORKS DEPARTMENT.

SIGNATURE OMISSIONS NOTE:

PURSUANT TO THE PROVISIONS OF SECTION 66400 (c) OF THE SUBDIVISION MAP ACT THE FOLLOWING
SIGNATURES HAVE BEEN OMITTED:

SHEET 2 OF 2 SHEETS
SCALE: 1" = 40'
1.487 ACRES GROSS
ONE PARCEL

DUPLICATE

PARCEL MAP NO 85-257

IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE,
STATE OF CALIFORNIA.

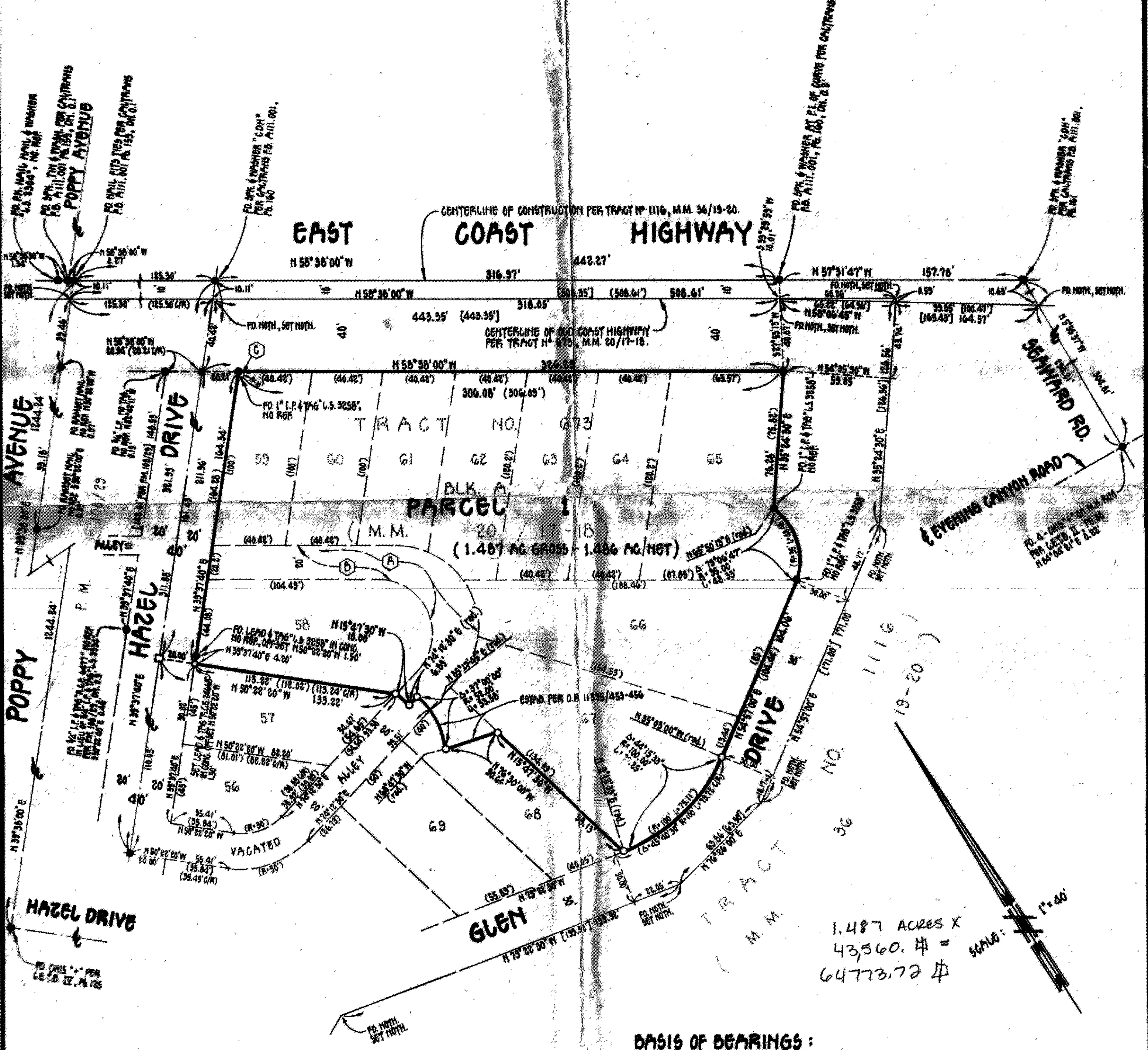
BEING A SUBDIVISION OF LOTS 58, 59, 60, 61, 62, 63, 64, 65, 66, 67 AND A PORTION OF LOT 68,
ALL IN BLOCK "A" OF TRACT NO 673, AS SHOWN ON A MAP RECORDED IN BOOK 20, PAGES 17 AND 18
OF MISCELLANEOUS MAPS, RECORDS OF ORANGE COUNTY, TOGETHER WITH A 20 FOOT ALLEY ADJOINING
SAID LOTS VACATED BY RESOLUTION NO 3216 BY THE CITY OF NEWPORT BEACH, RECORDED IN
BOOK 1317, PAGE 430 OF OFFICIAL RECORDS OF ORANGE COUNTY.

PETE J. DUGA
R.C.E. 24668

JULY, 1985

ONE PARCEL

DUGA-MCCOY, INC.
CIVIL ENGINEERS



NOTE: TRACT NO 673, BLOCK A, RECORD DATA HAS VARIOUS ERRORS
IN CLOSURE. THE WESTERLY, SOUTHWESTERLY AND SOUTHERLY
DISTINCTIVE BORDER WAS ESTABLISHED USING RECORD DATA PER
TRACT NO 673 FITTING EXISTING OCCUPATIONAL LINES AND USING
RECORD DATA PER TRACT NO 1116 ALONG THE CENTERLINE OF GLEN
DRIVE

BASIS OF BEARINGS:

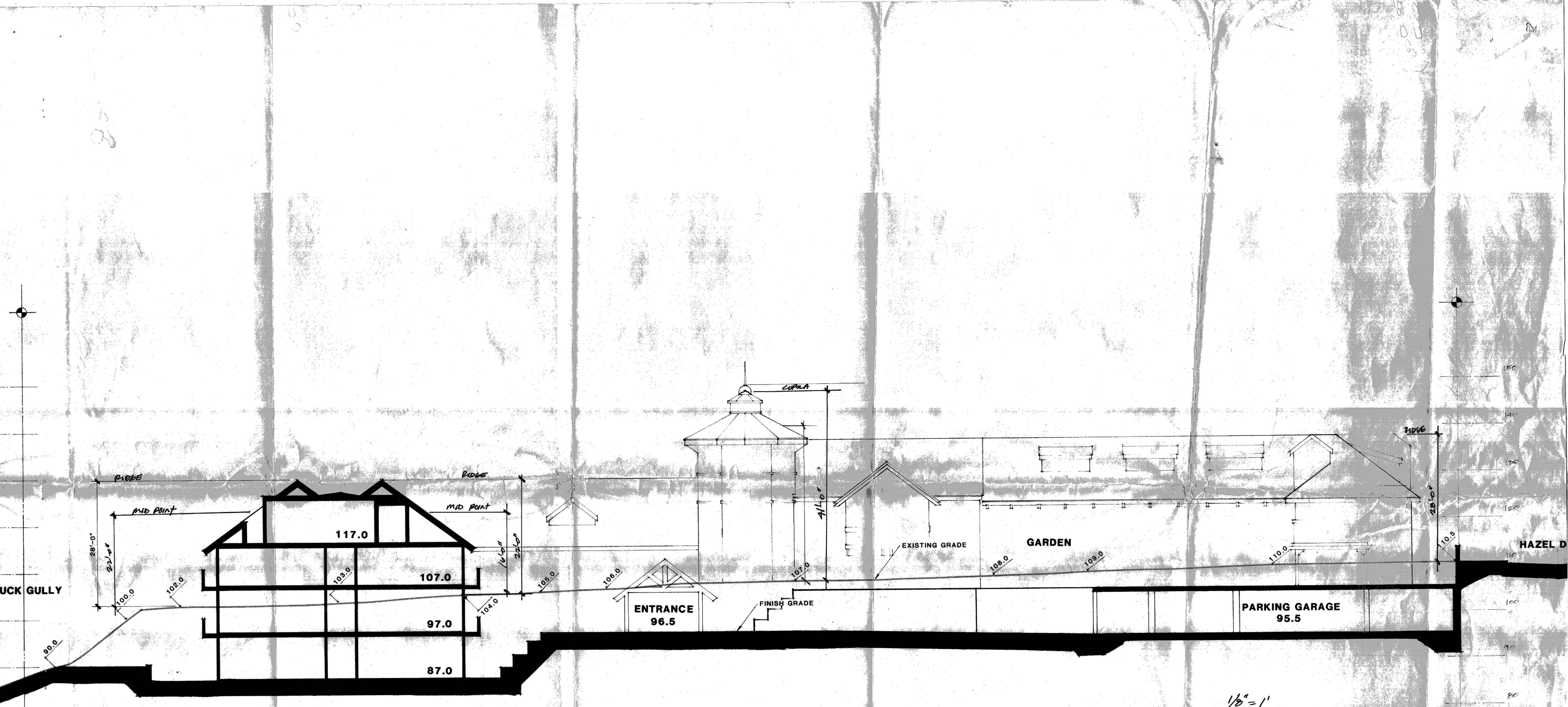
THE BEARING OF N 39° 36' 00" E FOR THE CENTERLINE OF POPPY AVENUE AS SHOWN ON A
PARCEL MAP FILED IN BOOK 106, PAGE 29 OF PARCEL MAPS, RECORDS OF ORANGE COUNTY,
WAS USED AS THE BASIS OF BEARINGS FOR THIS MAP.

MONUMENT NOTES:

- ----- INDICATES FOUND MONUMENT AS NOTED.
- ----- INDICATES FOUND SPIKE & WASHER "L.S. 3258", NO REF.
- ----- INDICATES 1" IRON PIPE & TAP "R.C.E. 24668" TO BE SET, UNLESS OTHERWISE NOTED.
- ----- INDICATES SPIKE & WASHER "R.C.E. 24668" TO BE SET, UNLESS OTHERWISE NOTED.
- () ----- INDICATES RECORD DATA PER TRACT NO 673, M.M. 20/17-18.
- (4A) ----- INDICATES CALCULATED FROM RECORD DATA PER TRACT NO 673, M.M. 20/17-18.
- [] ----- INDICATES RECORD DATA OR CALCULATED FROM RECORD DATA PER TRACT NO 1116,
M.M. 36/1-37, UNLESS OTHERWISE NOTED.

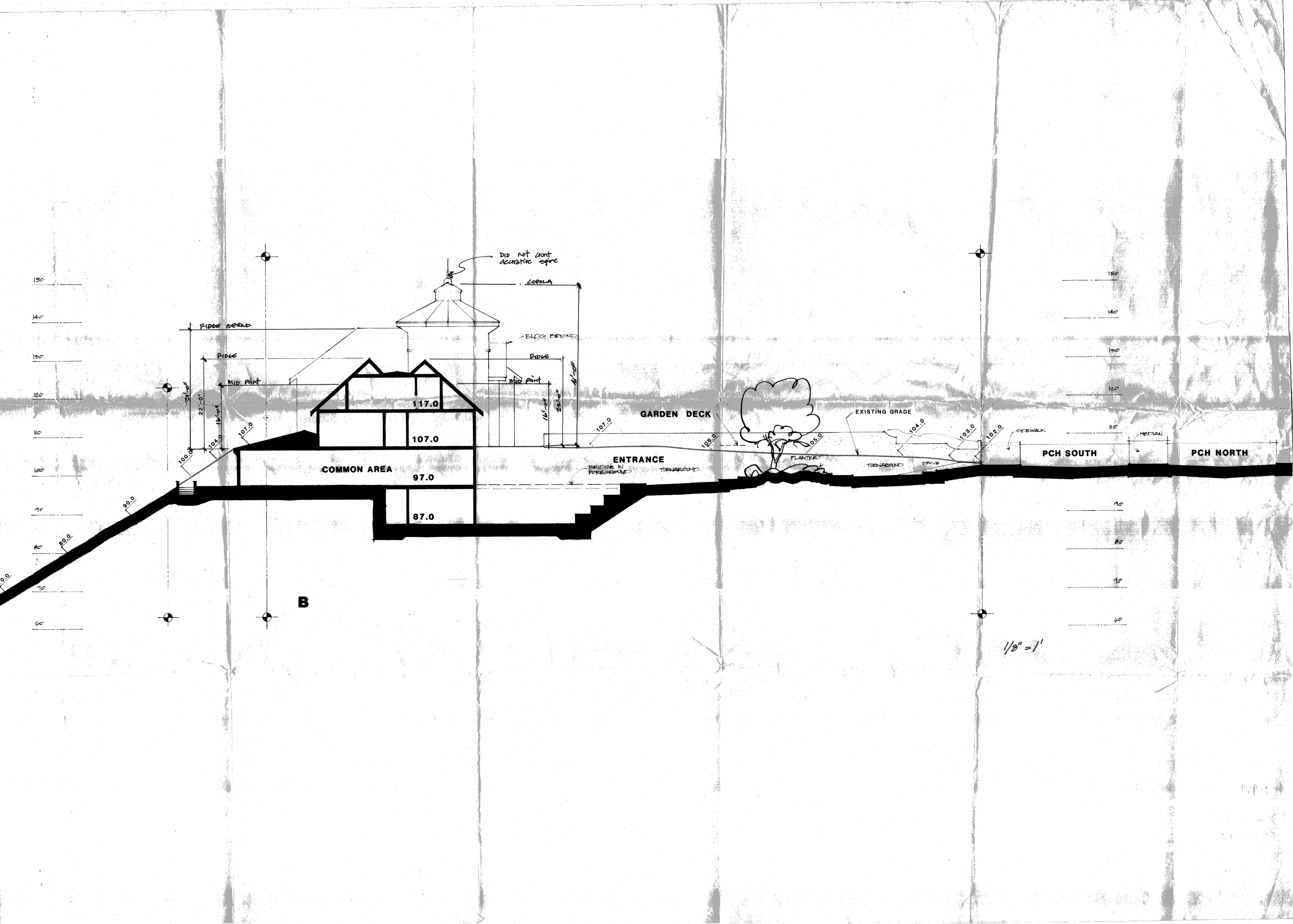
- ① DENOTES EASEMENT TO SOUTHERN COUNTIES GAS COMPANY FOR GAS PIPE PURPOSES IN THE 20' WIDE
ALLEY ADJACENT TO LOTS 58, 59, 60, 61, 62, AND 66 PER DEED RECORDED 5-3-46 IN BK. 1403,
P. 529, O.R.
- ② DENOTES ALLEY VACATED BY CITY OF NEWPORT BEACH RESOLUTION NO 3216, RECORDED 7-20-45 IN
BOOK 1317, PAGE 430, O.R.
- ③ DENOTES EASEMENT TO CITY OF NEWPORT BEACH FOR STREET AND HIGHWAY PURPOSES PER DEED
RECORDED 8-3-84 AS DOC NO 84-322960, O.R.

1.487 ACRES X
43560. # =
64773.72 #



A

STASO
 EMERALD
 SECTIONS FULL SIZE
 FOR POLL WARD
 2-10-89



150
140
130
120
110
100
90
80
70
60

150
140
130
120
110
100
90
80
70
60

DID NOT COUNT decorative spire

COPOLA

RIDGE BEYOND

RIDGE

MID POINT

ELDS BEYOND

RIDGE

MID POINT

GARDEN DECK

EXISTING GRADE

ENTRANCE

BRIDGE IN FOREGROUND

TURNAROUND

PLANTER

TURNAROUND DRIVE

SEAWALK

PCH SOUTH

PCH NORTH

MEDIAN

B

1/8" = 1'

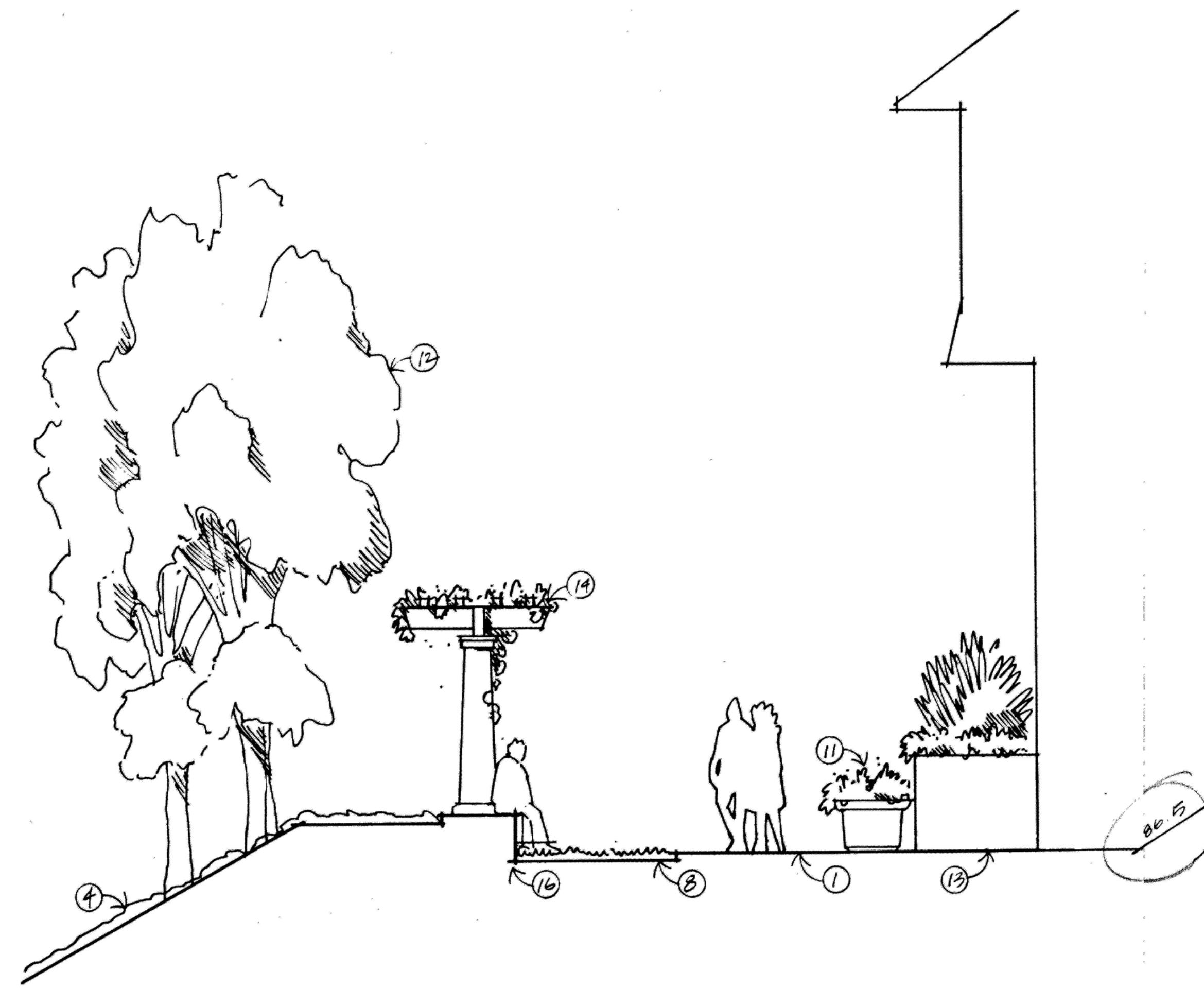
REVISIONS	BY

DESIGN DEVELOPMENT PACKAGE

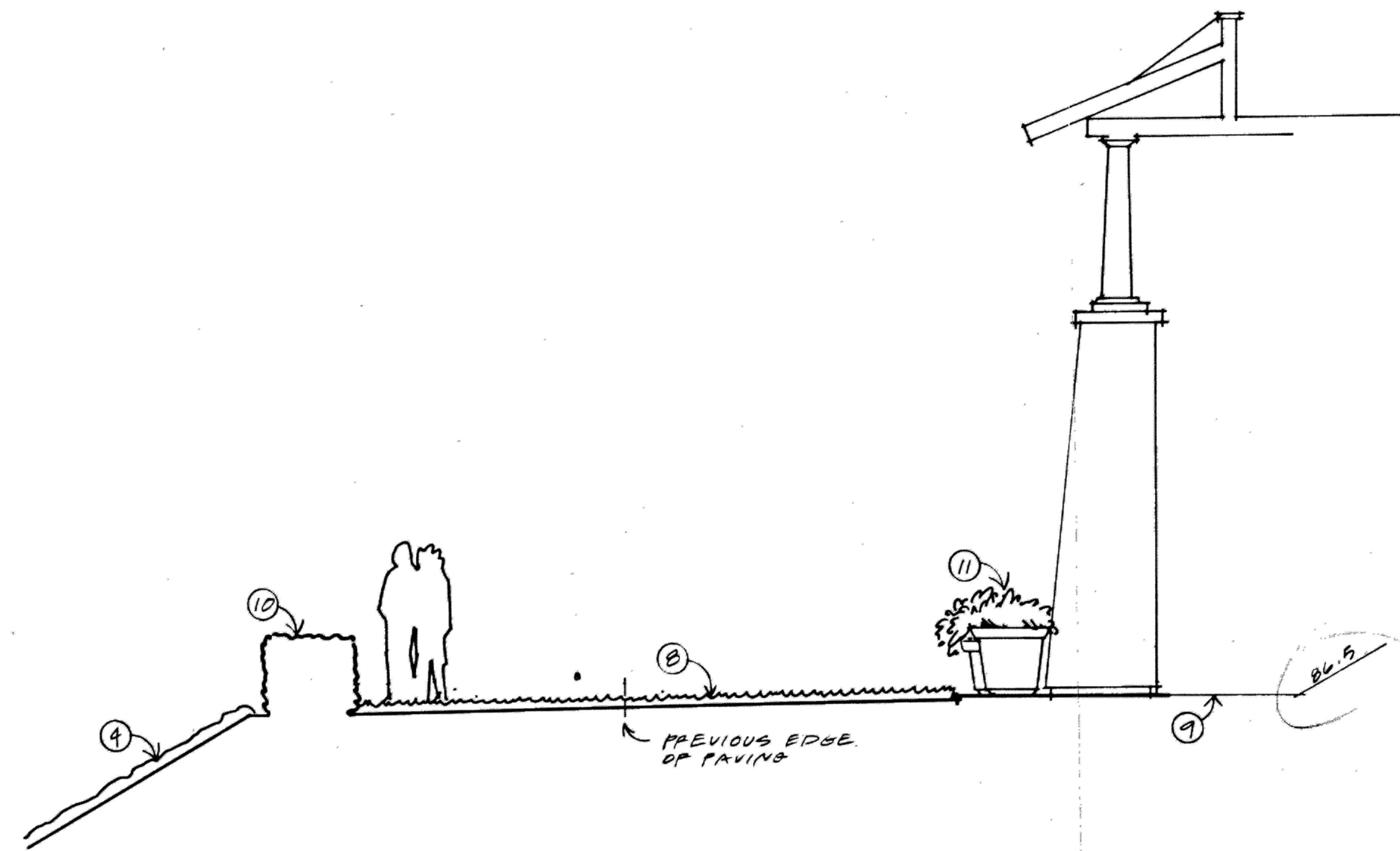
EMERALD ASSOCIATES
1601 DOVE STREET SUITE 200
NEWPORT BEACH, CA. 92660

EMERALD VILLAGE
3901 EAST PACIFIC COAST HIGHWAY
CORONA DEL MAR, CA.

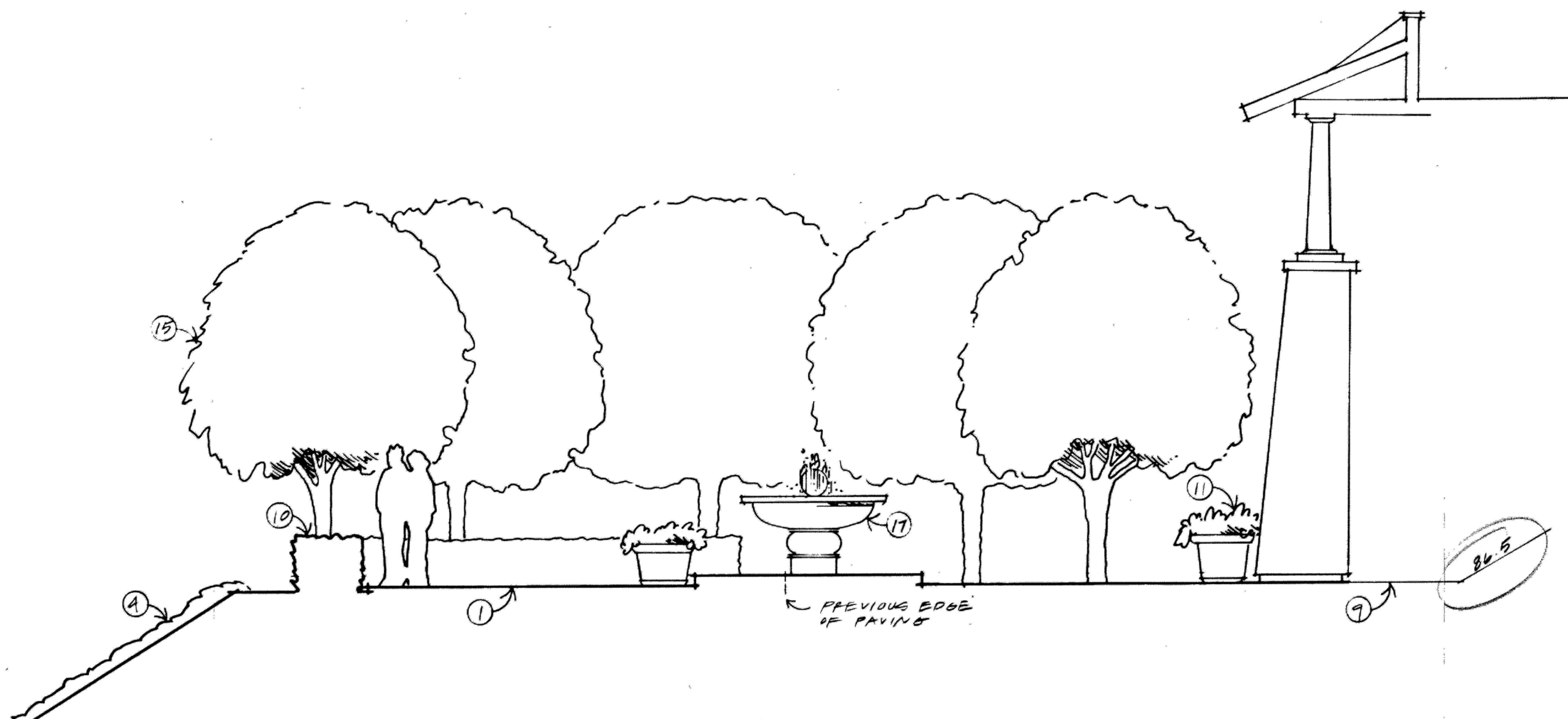
DATE	
SCALE	1/2" = 1'-0"
DRAWN	
JOB	
SHEET	12
OF SHEETS	



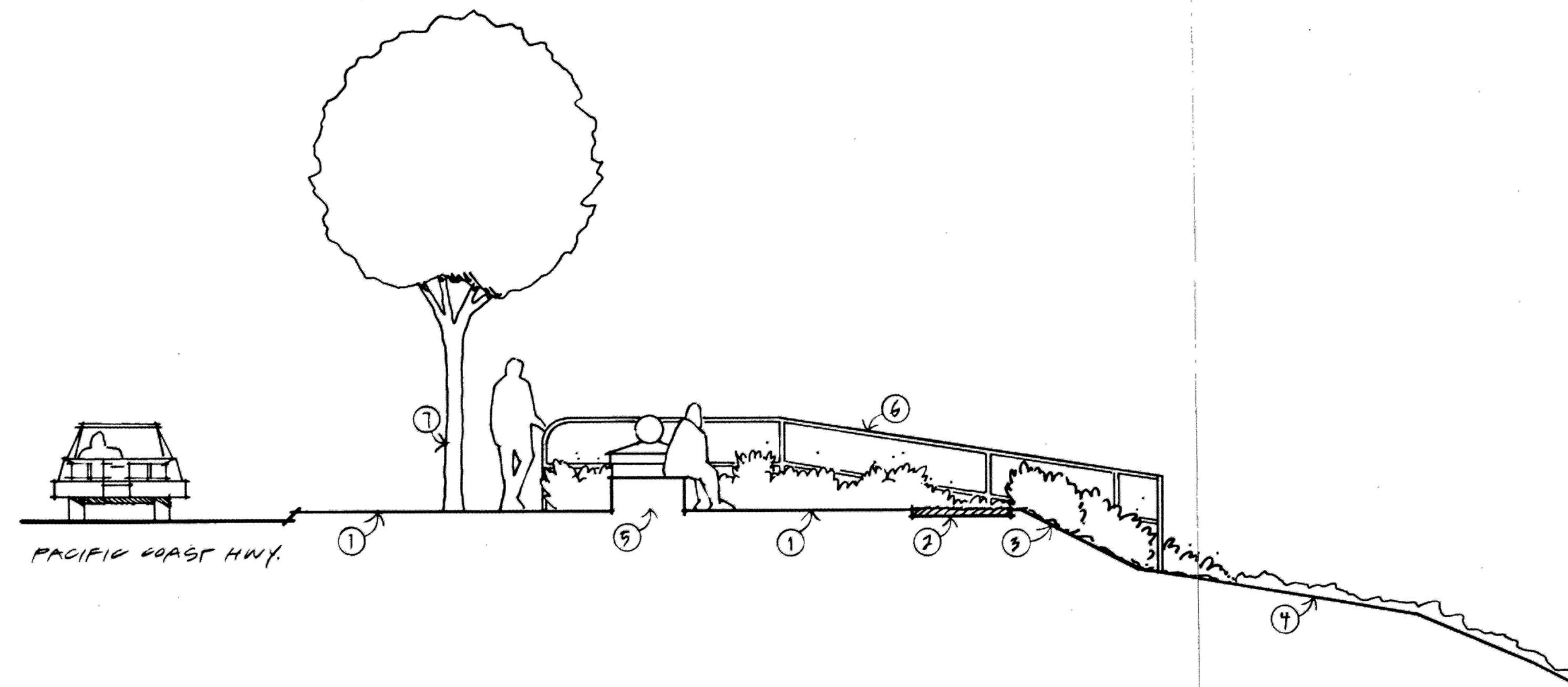
SECTION A



SECTION B



SECTION C



SECTION D

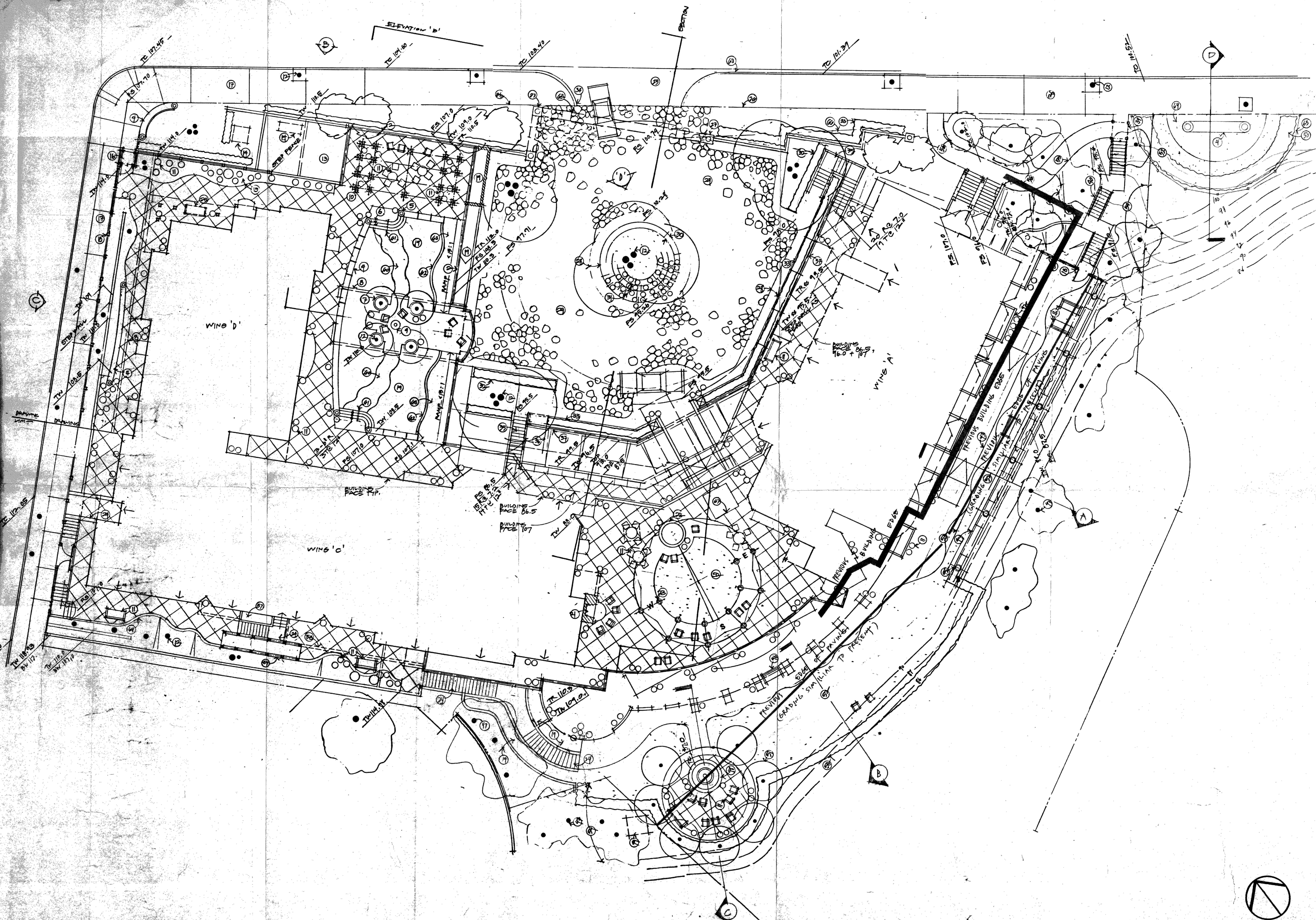
LEGEND

- | | | |
|--|---|---------------------------------------|
| ① CONCRETE PAVING | ⑥ GRADED LAWN AREA | ⑮ FLOWERING TREE ORCHARD/APPLE |
| ② DECOMPOSED GRANITE BAND (4') | ⑦ CONCRETE PAVING, ARCADE OUTSIDE COMMON AREA | ⑯ 3' WIDE, 18" HIGH MASONRY SEAT WALL |
| ③ CUT SLOPE, LOW SHRUB PLANTING | ⑩ 3' WIDE SHRUB PLANTING, TOP OF SLOPE | ⑰ CONCRETE FOUNTAIN, PRECAST |
| ④ UNDISTURBED SLOPE, EXISTING VEGETATION | ⑪ PRECAST PLANTERS, BASE OF BUILDING COLUMN | |
| ⑤ 3' WIDE, 16" HIGH MASONRY SEAT WALL | ⑫ EUCALYPTUS GROVE | |
| ⑥ TUBULAR METAL GUARDRAIL (42") | ⑬ RAISED PLANTER, MATERIAL FACE TO MATCH ARCHITECTURE | |
| ⑦ EXISTING TREE | ⑭ POSE ARBOR, TURNED WOOD COLUMNS TO MATCH ARCHITECTURE | |

DATE PLOTTED: 04/03/90 10:00 AM

STANDARD DRAFTING PAPER NO. 11-86

APR - 3 1990



- 1 EXTEND GARAGE WALL BELOW AS SHOWN.
- 2 RAISED (PLANTED) WALL + 2 FT. ABOVE FS. TYPICAL + 1.5 FT. AROUND WALL TYPICAL BELOW.
- 3 EXISTING DECK FROM GARAGE FACE
- 4 24" WIDE PRECAST CONC. CAP SEATWALL
- 5 24" DIA BALUSTERS W/ HANDRAILS
- 6 CONC. PRECAST BUNNIPSE TREAD COVER.
- 7 PRECAST POT (BITUMLESS)
- 8 GARAGE WALL BELOW TO SUPPORT TREE
- 9 BATH, PRECAST
- 10 BRICK STRUCTURE W/ WIRE TRELLICE AND VINE COVER
- 11 PRECAST PLANTERS, CHAIR SEATING OR TABLES.
- 12 EXISTING OR PROPOSED TREE LOCATION
- 13 MECH. VENTING OPEN FROM GARAGE BELOW
- 14 ASIDE ORANGE UTILITIES.
- 15 EDGE OF TOPPING SLAB. REFER TO DRAINAGE PLAN
- 16 WOOD GATE WITH WOOD TRELLICE COVER OVER
- 17 CITY SIDEWALK
- 18 8 FT. HIGH WOOD FENCE - STEP WITH GRADE.
- 19 PLANTING AREA
- 20 PORCH SWING
- 21 EXTERIOR FIREPLACE
- 22 FOUNTAIN OR ART FEATURE
- 23 ACOUSTIC STRUCTURE W/ SOUND SYSTEM
- 24 ARCHITECTURAL STAIRWELL
- 25 CONCRETE APRON
- 26 PUBLIC SIDEWALK
- 27 STONE PLASTER W/ WALL BETWEEN REFER TO ELEVATION 10
- 28 BORDER OF NATURAL CONCRETE
- 29 STONE PAVING (QUARTZITE) OVER 6" CONC. SLAB. ACT. DIMENSION EMBOSSED CONC.
- 30 18 INCH WIDE X 6" HIGH CONC. CURB
- 31 12" WIDE X 12" HIGH STEPPED WALL WITH POTTED PLANTING
- 32 5 FOOT HIGH HEDGE
- 33 3.5 FOOT HIGH HEDGE
- 34 DAYLITE CURB
- 35 STAIRWAY DOWN FROM ELEV. 96.0 TO 96.5
- 36 BRIDGE TO ELEVATION 96.0
- 37 CURB WALL SEPARATE GRADE METAL SAFETY RAIL ATOP
- 38 PUBLIC BENCH, PRECAST CONCRETE
- 39 BRICK STRUCTURE ATOP MASONRY WALL WOOD GATE + HEDGED CONCRETE STEPS ON GRADE
- 40 NEW WALL STEP W/ GRADE TO RETAIN AS NEED.
- 41 PLANTER PLANTERS MATERIAL FACE TO MATCH ARCHITECTURE.
- 42 SHIFFLEBOARD, PAINT ON CONC. SLAB.
- 43 3" WIDE X 18" HIGH MASONRY SEAT WALL
- 44 1/2" DIA. TURNED WOOD COLUMNS PORCH SWING
- 45 EUCALYPTUS CRIVE
- 46 10' DIA. POND + 6" ABOVE SLAB.
- 47 POOL EQUIPMENT IN BELOW GRADE
- 48 STRIP HEDGE 24" HIGH X 3" WIDE.
- 49 PLANTING TREE ORCHARD / TURF
- 50 FIRE FIGHTING ZONE 13' DIA FROM BUILDING PROTECTION. RE-CONTOUR AS REQUIRED.
- 51 5' WIDE CONCRETE WALK.
- 52 RYS GRADE.
- 53 RAISED PLANTER PER ARCHITECT
- 54 GARAGE BELOW
- 55 BRIDGE
- 56 DECOMPOSED ORGANIC MATTER
- 57 HANDRAIL =
- 58 TINTED CONCRETE
- 59 CURB
- 60 MAINTAINED BY CITY OF C.R.M.
- 61 CONCRETE ARCH @ ENTRANCE
- 62 LINE OF SIGHT
- 63 ARCHITECTURAL SKYLIGHT
- 64 METAL SUBSTRATE

REVISIONS BY 7/19/90 11	DESIGN DEVELOPMENT PACKAGE EMERALD ASSOCIATES 1601 DOVE STREET SUITE 200 NEWPORT BEACH, CA. 92660 EMERALD VILLAGE 3901 EAST PACIFIC COAST HIGHWAY CORONA DEL MAR, CA.
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KEEPING DATE 4/5

ARENA ITEM DISC

APPLICATION U/23302R

DATE 15 JAN 90

SCALE 1" = 10'

DRAWN TR

CHECK JG

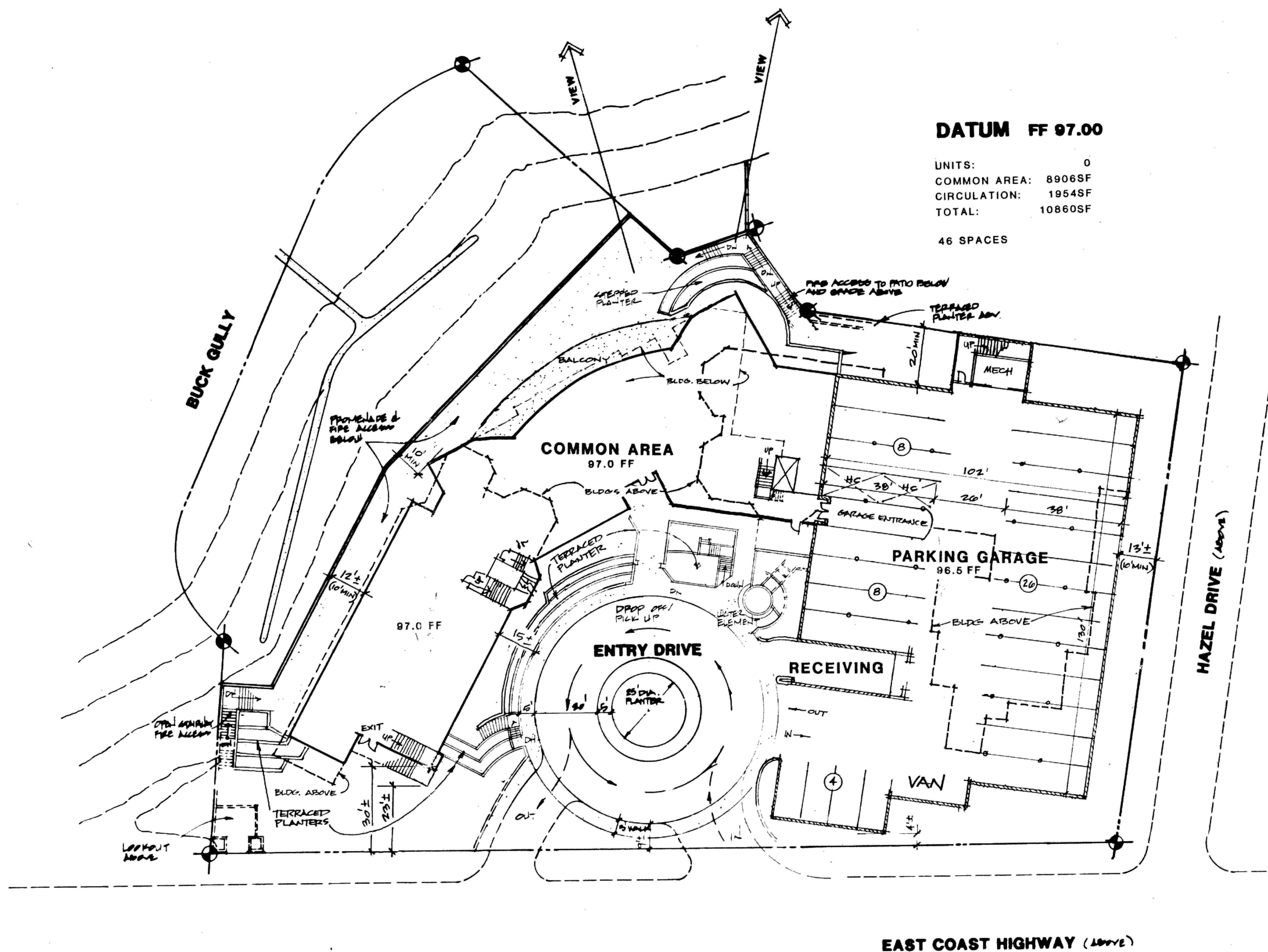
JOB 89083

APR - 3 1990

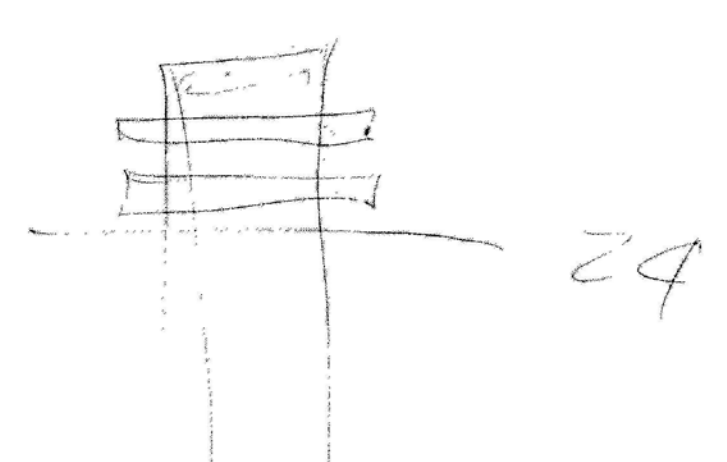
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JAN 17 1990

FOR DETAILS, SEE SHEET 12



emerald associates
 1601 DOVE ST. SUITE 200 NEWPORT BEACH, CA 92660 (714)476-0880

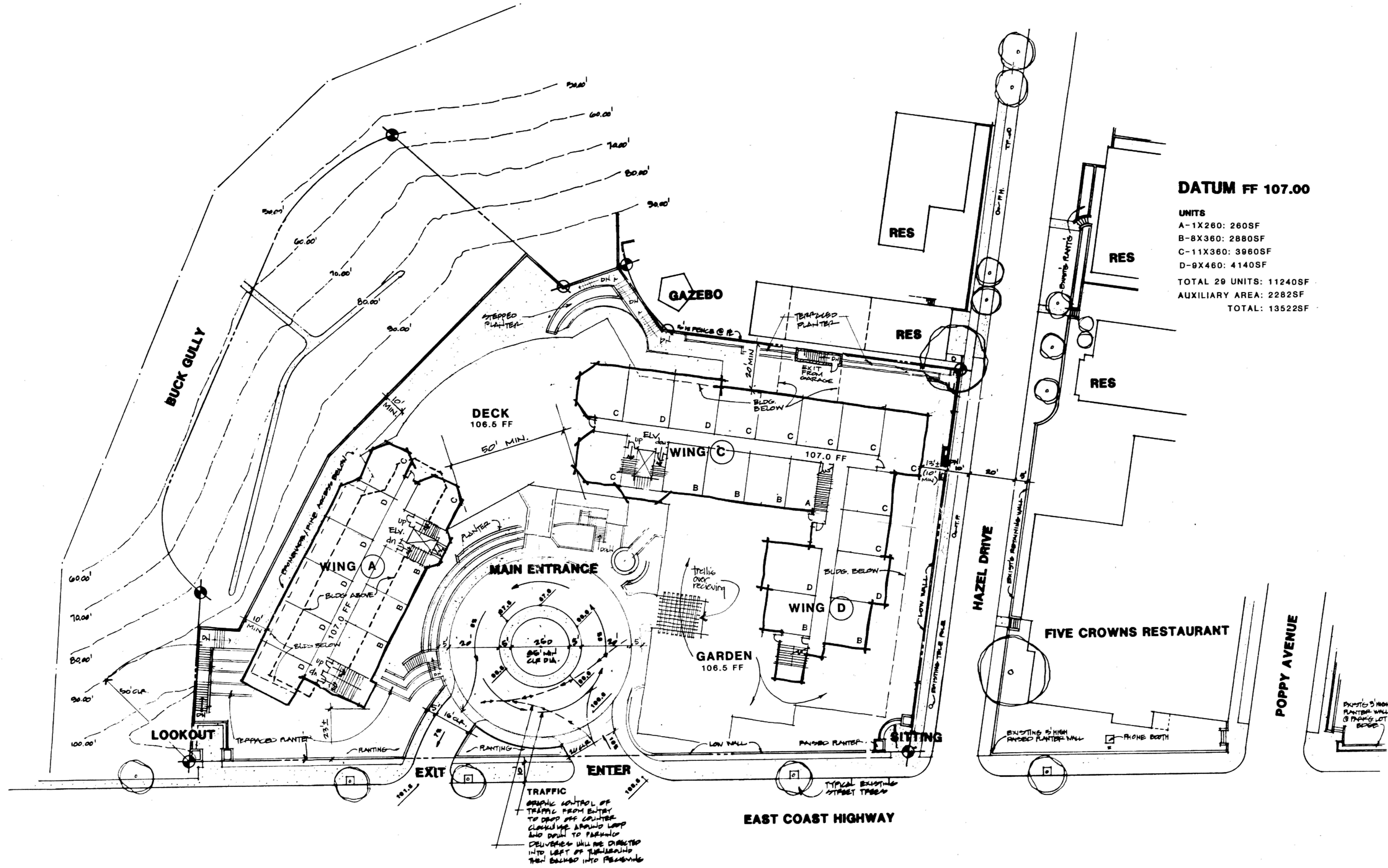


level = -1
 5-8-89 87350 SHT. 3

EMERALD VILLAGE

Dorius Architects
 Corona del Mar, Ca
 (714) 644-7111





DATUM FF 107.00

UNITS
 A-1X260: 260SF
 B-8X360: 2880SF
 C-11X360: 3960SF
 D-9X460: 4140SF
 TOTAL 29 UNITS: 11240SF
 AUXILIARY AREA: 2282SF
 TOTAL: 13522SF

emerald associates

1601 DOVE ST. SUITE 200 NEWPORT BEACH, CA 92660 (714)476-0880

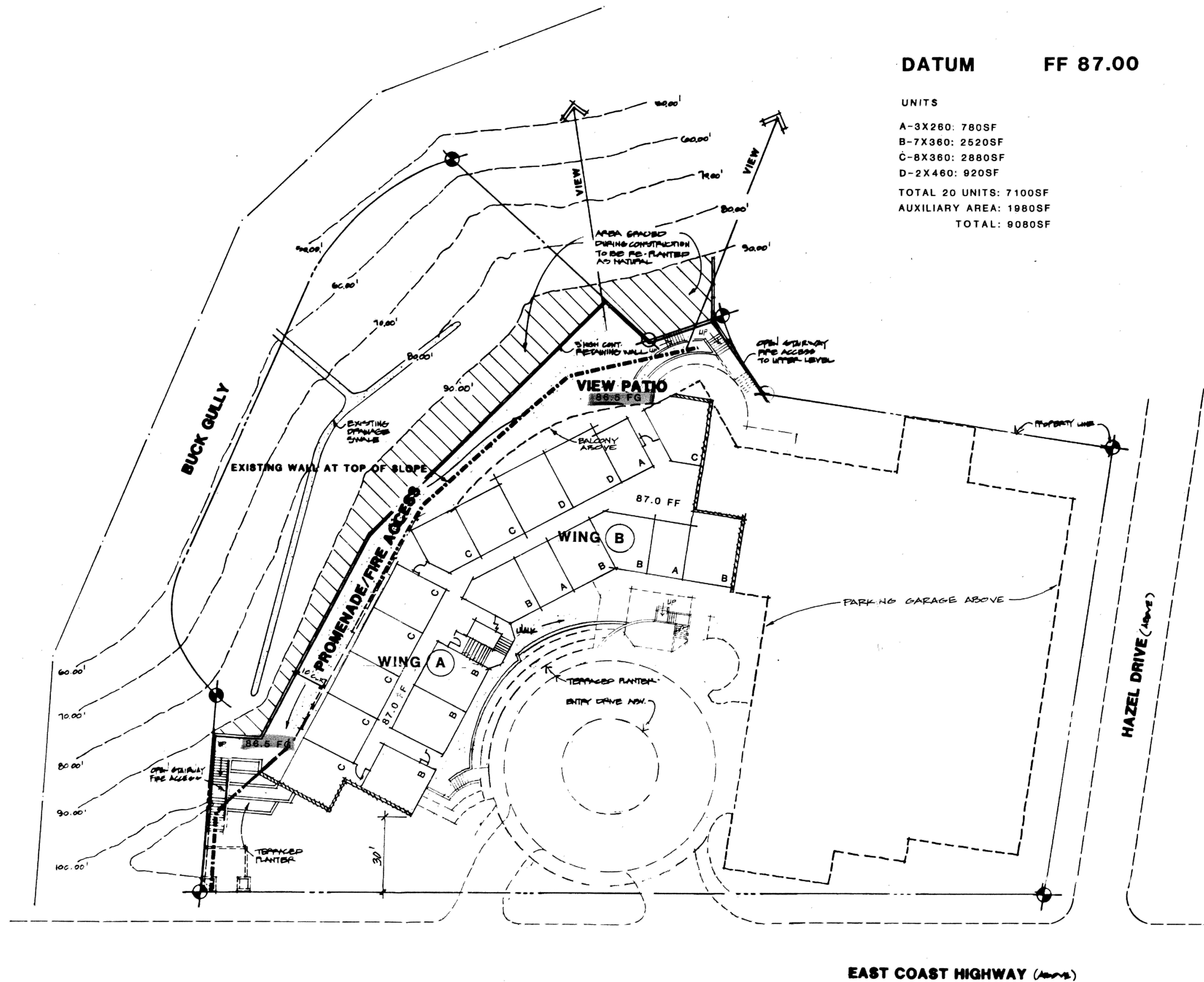
level 1

5-8-89. 87350 SHT. 4

EMERALD VILLAGE

Dorius Architects
 Corona del Mar, Ca
 (714) 644-7111





DATUM FF 87.00

UNITS
 A-3X260: 780SF
 B-7X360: 2520SF
 C-8X360: 2880SF
 D-2X460: 920SF
 TOTAL 20 UNITS: 7100SF
 AUXILIARY AREA: 1980SF
 TOTAL: 9080SF

emerald associates

1601 DOVE ST. SUITE 200 NEWPORT BEACH, CA 92660 (714)476-0880

level = 2



5-8-89 87350 SHT. 2

EMERALD VILLAGE

Dorius Architects

Corona del Mar, Ca
 (714) 644-7111

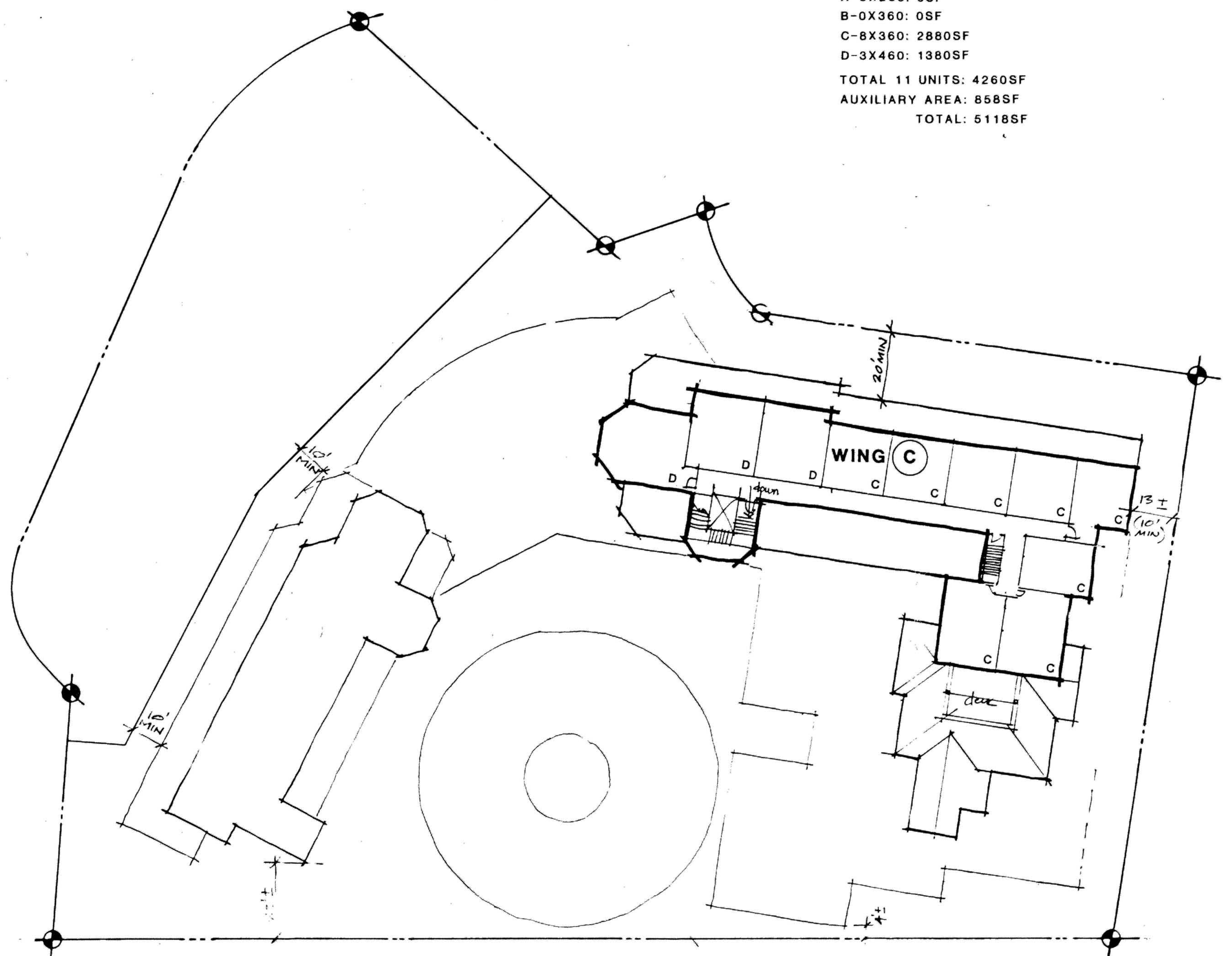
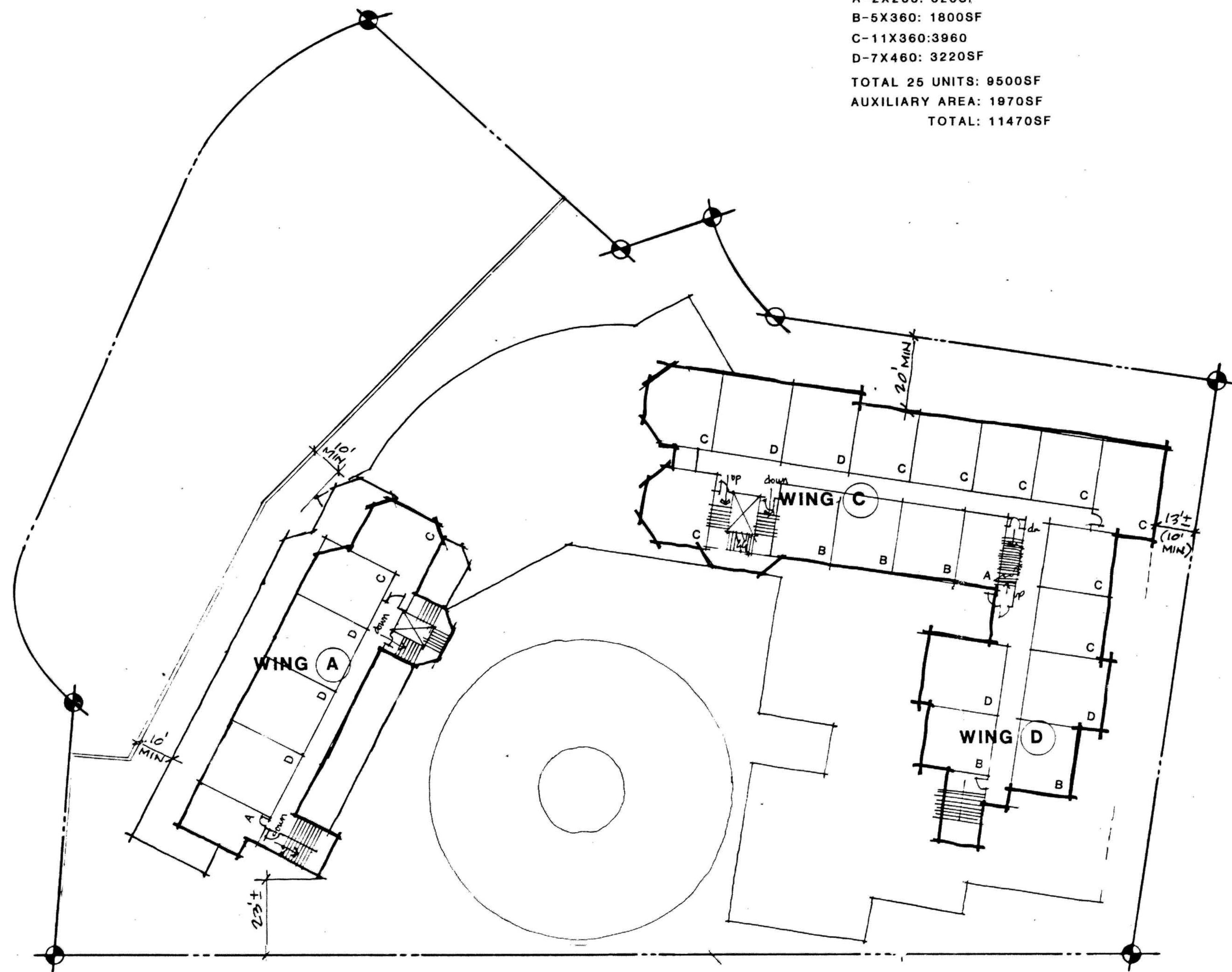


DATUM FF 117.00

UNITS
A-2X260: 520SF
B-5X360: 1800SF
C-11X360: 3960
D-7X460: 3220SF
TOTAL 25 UNITS: 8500SF
AUXILIARY AREA: 1970SF
TOTAL: 11470SF

DATUM FF 127.00

UNITS
A-0X260: 0SF
B-0X360: 0SF
C-8X360: 2880SF
D-3X460: 1380SF
TOTAL 11 UNITS: 4260SF
AUXILIARY AREA: 858SF
TOTAL: 5118SF



emerald associates

1601 DOVE ST. SUITE 200 NEWPORT BEACH, CA 92660 (714)476-0880

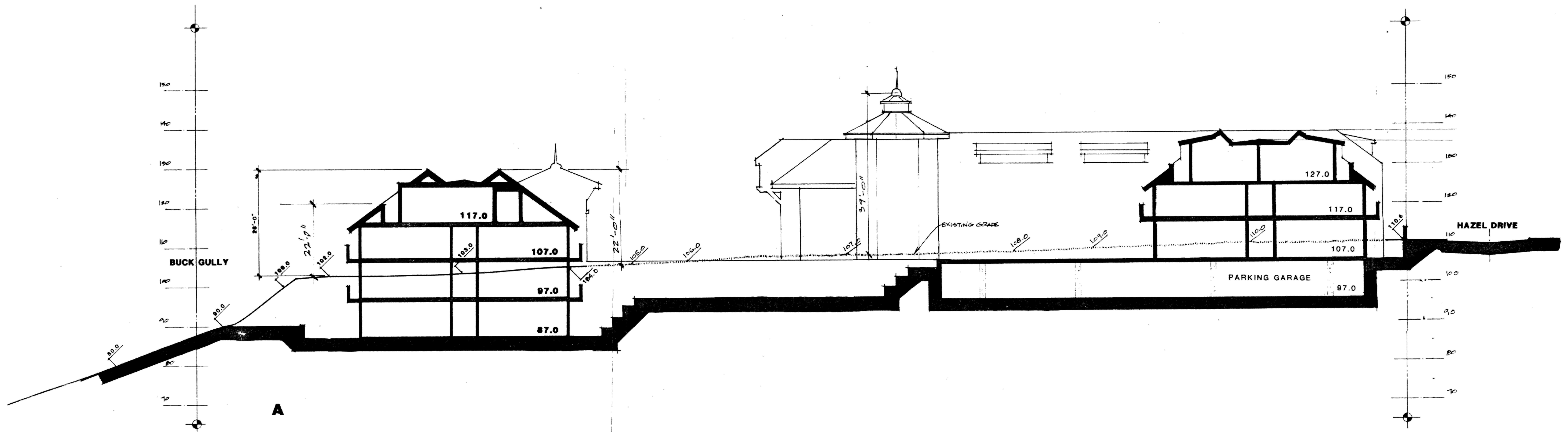
levels 2 & 3

5-8-89 87350 SHT. 5

EMERALD VILLAGE

Dorius Architects
Corona del Mar, Ca
(714) 644-7111





section

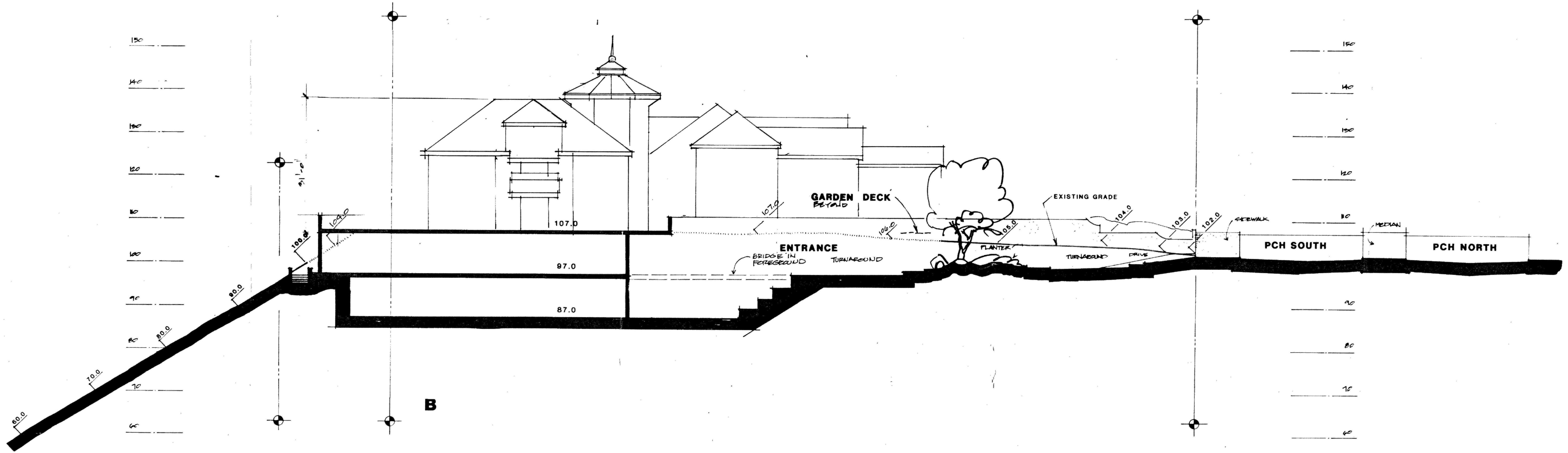
5-8-89 87350 SHT. 8

1601 DOVE ST. SUITE 200 NEWPORT BEACH, CA 92660 (714)476-0880

EMERALD VILLAGE

Dorius Architects
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1601 DOVE ST. SUITE 200 NEWPORT BEACH, CA 92660 (714)476-0880

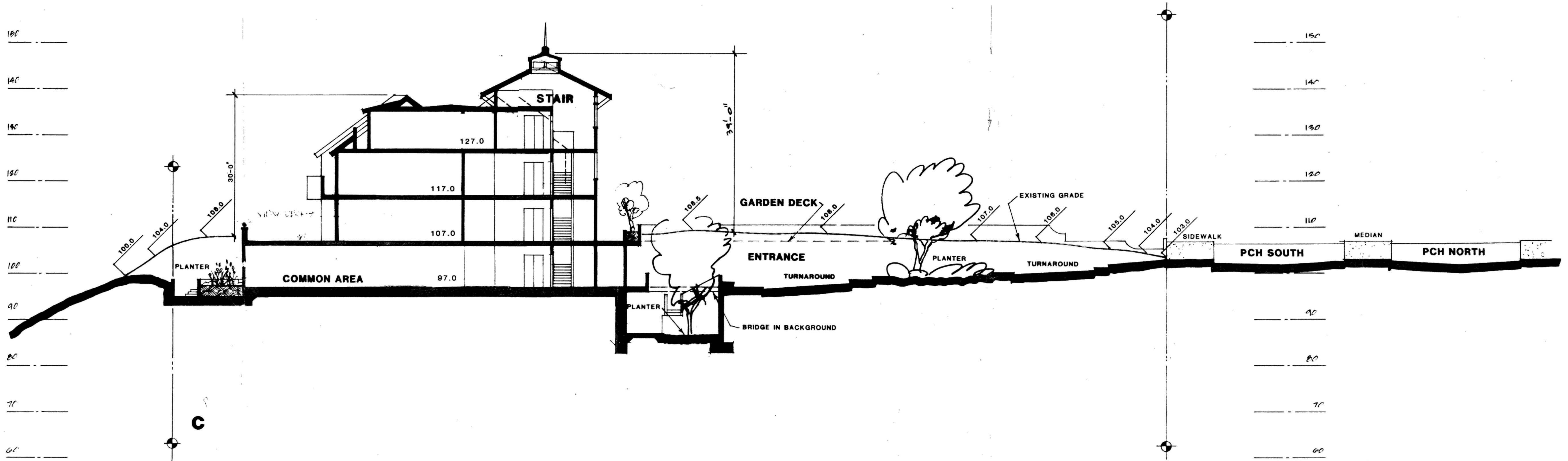
EMERALD VILLAGE

section

5-8-89 87350 SHT. 9

Dorius Architects
 Corona del Mar, Ca
 (714) 644-7111





emerald associates

1601 DOVE ST. SUITE 200 NEWPORT BEACH, CA 92660 (714)476-0880

section

5-8-89 87350 SHT.10

EMERALD VILLAGE

Dorius Architects
 Corona del Mar, Ca
 (714) 644-7111

