

Memorandum

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Addendum

December 4, 1987

TO: Commissioners and Interested Persons

FROM: Chuck Damm, District Director
South Coast District

SUBJECT: Addendum to Commission Agenda for Commission Meeting
of December 9, 1987: Application No. 5-87-886; Page
10, Item 15p.

Please see attached pages for Addendum modifications.

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12/3/87

Subject: Suggested Revisions to Pelican Hill Road Pursuant to Meeting of 12/2/87

The following should be considered an Addendum to the Staff Report and Recommendation for Permit Application 5-87-886 (Pelican Hill Road - The Irvine Company). In addition to the technical wording changes set forth below, this Addendum to the Staff Report and Recommendation completely revises proposed permit condition #4 and the corresponding findings to reflect the provisions of the Irvine Coast Local Coastal Program. The initial staff report dated 11/24/87, had treated the permit application under the policies of Chapter 3 of the Coastal Act as an individual permit without fully referencing the overall mitigation program provided for in the Irvine Coast LCP. Consequently, the initial version of permit condition #4 set forth a mitigation proposal that did not fully take into account the function of the Open Space Dedication Program in the approved LCP. In contrast, the proposed permit condition as modified in the text below ties into the Open Space Dedication Program by requiring that the Offer of Dedication be recorded prior to the issuance of the coastal permit by the Executive Director (the applicant is processing the permit at the present time in order to obtain sufficient assurance of development approval to enable the expenditure of considerable funds for final design plans and further processing of detailed grading/erosion control plans at the County level). In this way, the mitigation required to offset any development impacts which cannot be mitigated through feasible alternatives and feasible development controls will be assured by means of the implementation of the Open Space Dedication Program.

Addendum Modifications

At page 2, Under "I. APPROVAL WITH CONDITIONS," delete the language relating to "located between the sea and the first public road nearest the shoreline"

At page 3, condition 1 c.:

In the first line, change "County of Orange" to "Executive Director"

In the sixth line, change to read: "incorporate all applicable provisions"

At page 3, condition 1 d.:

In the first line, change to read: "The Erosion Control Plan for the construction phase shall include"

At page 5, condition 2.:

Change the last sentence to read as follows: "Changes to the Pelican Hill Road project description as contained in this permit shall be reported to the Executive Director to determine whether a permit amendment is required."

At pages 5-6, condition 4.:

Delete the language of the condition in its entirety and replace it with the following: "Prior to transmittal of the coastal

fully referencing

12/3/87 fully

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At pages 5-6, condition 4.:

Delete the language of the condition in its entirety and replace it with the following: "Prior to transmittal of the coastal

development permit, the applicant shall submit to the Executive Director evidence that the Offer of Dedication has been recorded for the 2666 acre Open Space Dedication Program, as set forth in Chapter 3, Section A. 1. (commencing at page I-3.2) of the Irvine Coast Local Coastal Program approved by the Commission on November 19, 1987".

At page 9, modify the last sentence on the page to read:

"The Commission will have appeal jurisdiction at that time over the improvements approved pursuant to the Master Drainage and Runoff Management Plan due to their location with respect to blue line streams and/or as water-related public works owned by a public agency."

At page 11, Section 1. Project Impacts, delete the language as shown on the attached copy of the 11/24/87 Staff Report and insert the following:

"As is reviewed on page 17 of these findings, seven alignments for Pelican Hill Road were reviewed in the project EIR and the alignment finally selected has been determined to be the least environmentally damaging feasible alternative (particularly as regards moving the road grading farther away from Los Trancos Canyon than the alignment approved in the 1982 LUP). Additionally, all impacts that can feasibly be reduced through the application of development controls have been mitigated pursuant to the extensive grading, erosion and drainage conditions set forth in Conditions 1 and 2 as further reviewed in subsection a. below. Thus, all potential impacts that can be feasibly mitigated have been reduced and/or eliminated by means of the foregoing review of alternatives and imposition of permit conditions. Accordingly, pursuant to the provisions of the approved Irvine Coast Local Coastal Program and the findings of approval adopted by the Commission on November 19, 1987, the Open Space Dedication Program serves to offset and mitigate any significant adverse impacts not otherwise mitigated by means of these development controls (as the Commission found at page ___ of its Findings of Approval for the Irvine Coast LCP: "Environmental impacts to be mitigated by the Open Space Dedication Program include habitat and archaeological impacts caused by residential development and road improvements on Pelican Hill, habitat impacts on Los Trancos Canyon, Buck Gully and Muddy Canyon caused by the construction of Pelican Hill Road and Muddy Canyon")."

At pages 12-14, under subsection b. delete the text commencing with the last paragraph on page 12 through the last paragraph of subsection b. on page 14 and replace with the following:

With respect to Coastal Act Section 30240(a), the project EIR contains an extensive analysis reviewing numerous potential alignment alternatives. As has been concluded at p. 17

of these findings, the alignment of Pelican Hill Road has been selected following a review of seven potential alignments and has been determined to be the least environmentally damaging feasible alternative. The project EIR determined that there will be no road construction within category "A" ESHAs and only a small portion of a "B" ESHA at the upper end of Buck Gully will be potentially impacted. Potential impacts on wildlife movement relating to Buck Gully and Los Trancos Canyon were specifically addressed in the findings of approval of the 1982 Irvine Coast LUP (see p. 4 of the findings in the Irvine Coast LCP Appendix, Section 1), which impacts were found to be mitigated by the Open Space Dedication Program both in those findings and in the Commission action of November 19, 1987 incorporating and re-affirming those findings. Likewise, other habitat impacts on the ridge areas and frontal slopes caused by Pelican Hill Road will be mitigated by the Open Space Dedication Program as reviewed above on page 11, under Section 1, and as provided for in Condition 4. Pursuant to the terms of Condition 4, the Offer of Dedication, which provides the enforceable legal commitment to the Open Space Dedication Program, must be recorded prior to the issuance of the coastal permit for Pelican Hill Road.

With regard to Coastal Act Section 30240(b), the grading, erosion control, drainage and landscaping permit conditions set forth in Conditions 1 and 2, provide extensive development controls assuring that the potential impacts of the development of the road will be mitigated to the extent feasible. In addition to the specific mitigation requirements, these conditions incorporate all applicable mitigation requirements from the approved Irvine Coast Local Coastal Program.

At page 16, insert the following new Section 4:

4. Recreational Access Function

The construction of Pelican Hill Road will provide significant recreational access benefits for inland residents by providing a new access route from inland residential areas to Crystal Cove State Park. Pursuant to the requirements of the approved Irvine Coast LCP, Pelican Hill Road will be built as a four lane road early in the development process (as contrasted with the two lane early construction requirement under the 1982 LUP) with ultimate expansion to six lanes. The Commission's findings of approval for the LCP adopted on November 19, 1987 stated the recreational access benefits of Pelican Hill Road and determined Coastal Act consistency (at page ___) as follows:

The 1987 LCP circulation improvements provide significant relief to the most congested links of the adjacent arterial system (primarily Pacific Coast Highway and MacArthur Blvd.), by ultimately diverting approximately 30% of existing traffic around this area via Pelican Hill Road while only adding 15% of existing traffic back onto the system in these critical locations. The result is a substantial net increase in traffic capacity and a significant incremental improvement in levels of service on both roadway links and intersections in this

area. Without implementation of LCP land uses and attendant circulation improvements, regional commuting traffic is not offered alternate routes around capacity deficient areas, and levels of service in these areas will continue to deteriorate from traffic related regional growth in the area. In contrast, the construction of Pelican Hill Road as provided for in the 1987 Irvine Coast LCP in effect increases Pacific Coast Highway capacity through Corona del Mar by providing a direct link between down-coast residential areas and major inland destinations, including employment centers and the UCI campus.

In addition to relieving traffic on Pacific Coast Highway during peak commute hours, the construction of Pelican Hill Road in particular will provide significant recreational access capacity by connecting inland areas directly to Crystal Cove State Park (see Exhibit 13 in the Executive Summary). Because recreational and commuter traffic generally flow in opposite directions in the morning and evening (e.g. morning commuter traffic flows toward the inland employment centers while morning recreational traffic flows toward the Coast, with reversed flow patterns in the evening), Pelican Hill Road will provide significant new recreational access capacity. In this way, the construction of Pelican Hill Road not only meets the requirements of Coastal Act Section 30250 but also furthers the policy concerns of Coastal Act Section 30254 both by creating new recreational access capacity directly and by freeing up additional recreational access capacity on Pacific Coast Highway through the inland diversion effect.

At page 16, re-number Section 4 to become Section 5.