

## SECTION 10.0 PROJECT ALTERNATIVES

### 10.1 Introduction

#### 10.1.1 Purpose and Scope

CEQA requires that an EIR describe a range of “reasonable” alternatives to the project, or to the location of the project, which could feasibly attain most of the basic objectives of the project, and to evaluate the comparative merits of the alternatives.

Section 15126.6(c) directs that the alternatives analyzed by an EIR should be limited to ones that would avoid or substantially lessen any of the significant adverse environmental effects of a proposed project. The discussion of alternatives in this Draft EIR reviews a range of alternatives, including the “No Project” alternative as prescribed by the State CEQA Guidelines, which satisfies these requirements.

This section analyzes several potentially feasible alternatives to the proposed project, including:

- No Project/No Development
- Alternative Site
- Reduced Intensity/3 Single-Family Residences
- Reduced Intensity/5 Multiple-Family Residential Project
- Existing Zoning/8-Unit Multiple-Family Residential Project with Reduced Grading

#### 10.1.2 Criteria for Selecting Alternatives

Alternatives were selected by the City in consultation with the applicant and the City’s environmental consultant. A range of reasonable alternatives was selected based upon their ability to avoid or reduce significant environmental impacts of the project and to feasibly attain most of the basic project objectives. With the exception of the No Project alternative, which is required to be included in the evaluation by the State CEQA Guidelines, and the Alternative Site alternative, each of the alternatives identified above reflects these criteria and were considered in the EIR. The project objectives are:

1. To develop a state-of-the-art multi-family residential condominium project, with a sufficient number and size of units to justify (a) the incorporation of advanced design which reflects the architectural diversity of the community and adds distinction to the harbor and the neighborhood, (b) the use of energy-conserving technology described in Project Objective 3, and (c) the inclusion of common amenities reflected in Project Objective 4.
2. To enhance the aesthetic quality of the neighborhood by replacing a deteriorating 60-year old structure with a high-quality residential project utilizing unique modern design principles and featuring (a) the elimination of conventional garage doors for all units, (b) the concealing of all parking from street view, (c) significant landscape and streetscape enhancements, (d) the removal of two existing power poles on Carnation Avenue, as well as the associated overhead wires, and (e) replacing these features by undergrounding the new wiring.

3. To replace an energy *inefficient* structure typical of mid-20th Century development with an advanced, highly efficient structure designed to incorporate energy-saving, sustainable, and environmentally sensitive technology, construction techniques, water quality treatment elements, and other features designed to conserve energy and/or improve the existing environment to a greater degree than required by current applicable regulations.
4. To provide amenities commensurate with most new residential development in comparable bayfront locations in the City. Such amenities generally include a dock for each residence, ample storage space, and common recreational and health facilities, such as a swimming pool and fitness center.
5. To enhance public access to the coast by increasing the number of available public street parking spaces through the use of new technology and creative design which will limit project entry and exit points, thereby minimizing curb cuts and exceeding on-site the number of resident and guest parking required for the project.
6. To protect and enhance scenic views *to* the harbor and the ocean from designated public vantage points in the immediate neighborhood by (a) significantly expanding the existing public view corridor at the southern end of project site, (b) creating a new public view corridor at the northern end of the project site, (c) removing two existing power poles on Carnation Avenue, as well as the associated overhead wires, all of which presently obstruct the view from certain perspectives, (d) replacing the existing poles and overhead wiring by undergrounding the new wiring, and (e) providing a public bench and drinking fountain at the corner of Carnation Avenue and Ocean Boulevard to enhance the public viewing experience.
7. To enhance public views of the project site *from* the harbor by (a) maintaining all visible development above the predominant line of existing development (PLOED), (b) incorporating into the project the property at 207 Carnation Avenue, which presently is within the Categorical Exclusion Zone and, if not part of the project, would not be subject to the PLOED, (c) replacing the existing outdated apartment building with modern, organic architecture with articulated facades to conform to the topography of the bluff, and (d) removing the unsightly cement and pipes and the non-native vegetation on the bluff face and replacing it with an extensive planting of native vegetation.
8. To minimize encroachment into private views by maintaining a maximum building height on average four feet below the zoning district's development standards.

### 10.1.3 Evaluation of Project Alternatives

According to the CEQA Guidelines (Section 15126.6[a]), an EIR must ". . . describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The Guidelines go on to indicate that alternatives that are capable of substantially lessening any significant effects of the Project must be examined, ". . . even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." The Guidelines further indicate ". . . that the range of potential alternatives to a proposed project shall include those that could feasibly accomplish most of the basic objectives of the project" (CEQA Guidelines Section 15126.6[c]). Thus the ability of an alternative to attain most of the basic project objectives is central to the consideration of alternatives to the proposed project.

For each alternative, the analysis presented in this section:

- Describes the alternative;
- Discusses the impacts of the alternative and evaluates the significance of those impacts; and,
- Evaluates the alternative relative to proposed project, specifically addressing project objectives and the elimination or reduction of potentially significant impacts.

#### **10.1.4 Identification of Impacts**

After describing the alternative, this Draft EIR evaluates the impacts of the alternative. The major resource areas included in the detailed impact analysis in Section 4.0 are included in this section. The potential environmental consequences are identified and described in the analysis for each of the alternatives identified in Section 10.1.1.

### **10.2 Alternatives Rejected from Further Consideration**

#### **10.2.1 Alternative Site**

As required by the State CEQA Guidelines (Section 15126.6(f)(2)(A), only alternative locations that would avoid or substantially lessen the potentially significant impacts resulting from project implementation must be included in the analysis of alternatives. Because the project proposes a multiple-family residential development with direct access to the harbor on a coastal bluff, a similarly designated site with bay frontage located on a bluff would be required to accommodate such a project. However, a review of the City's General Plan revealed that no other similarly situated site that is designated for multiple-family residential development exists in the City of Newport Beach. Thus, there is no feasible alternative location for this project that would satisfy the most fundamental of the project objectives, much less most of the project objectives.

### **10.3 Analysis of Alternatives**

#### **10.3.1 No Project/No Development Alternative**

The No Project Alternative evaluates the potential environmental effects resulting from the continuance of the development currently existing on the site at the time the Notice of Preparation (NOP) was published, ". . . as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services" (CEQA Guidelines Section 15126.6(e)(2)). Therefore, this alternative assumes full occupancy of the existing 14-unit apartment building and one single-family residence, which represents an increase in occupancy of 12 units over the baseline condition (i.e., three occupied units). This alternative also includes the implementation of any deferred maintenance activities (if any). Because the City has requested that the applicant repair or remove the existing dock due to its present (deteriorated) condition, the No Project Alternative also includes the replacement of the existing (3-slip) dock with a new dock in an identical configuration.

### **10.3.1.1 Land Use and Planning**

Although this alternative would result in the continuation of the existing single- and multiple-family residential use of the subject property, the existing 14-unit apartment exceeds the maximum density provisions of the zoning, which limits development to a maximum of 9 dwelling units. The zoning code would permit the non-conforming density to continue indefinitely unless the owner were to allow the building to become dilapidated, necessitating the City to declare it a public nuisance and ordering it demolished. The existing project would continue to conflict with the current development standards related to density and parking, as the building does not provide parking sufficient to meet current standards. In addition, several components of the foundation of the existing apartment building extend below the existing 50.7 feet NAVD88 established for the site by the Newport Beach City Council. Furthermore, the existing development would conflict with many of the policies articulated in the Newport Beach General Plan for the Corona del Mar community, which seek to enhance the character of the area through innovative design and architecture. As a result, the No Project alternative would result in a “status quo” condition and would not achieve the desired General Plan objectives.

### **10.3.1.2 Traffic and Circulation**

Implementation of the No Project alternative would virtually eliminate the construction-related impacts associated with the proposed project and other alternatives evaluated in this section. Specifically, grading and landform alteration would be eliminated as well as several thousand heavy truck trips and construction worker trips related to construction of new homes on the subject property. Only nominal construction-related trips resulting from structural and/or cosmetic improvements would be generated by this alternative. As a result, the Construction Management Plan developed for the proposed project would not be necessary to avoid potential impacts anticipated during construction. Long-term project-related trips would be increased from the existing 23 trips per day from the three occupied units to 104 trips per day when the 15 homes are occupied. This figure is more than twice the number of daily trips that would be generated by the proposed project (i.e., 47 trips per day for the 8 proposed condominium units).

### **10.3.1.3 Air Quality**

Although construction-related air emissions would be virtually eliminated when compared to the project-related construction emissions, mobile source and other operational emissions would exceed those generated by the proposed project. Although they would remain less than significant, the mobile source emissions would more than double the emissions resulting from project implementation. In addition, without the incorporation of “green” technology, including energy-efficient heating and cooling systems, etc., potential air emissions would also exceed those of the proposed project as energy consumption of the existing 15 units would exceed that of the proposed 8-unit project because of the state-of-the-art energy-conservation features that have been incorporated into the proposed project when compared to the older energy-inefficient systems that currently exist.

### **10.3.1.4 Noise**

Although some construction noise would be generated as a result of structural modifications and cosmetic upgrades that would be required to implement this alternative, the construction noise levels resulting from project implementation would be almost entirely eliminated by the No Project alternative. This potentially significant unavoidable project-related impact would be largely avoided as a result of the No Project alternative. The increase in long-term, operational noise resulting from increased vehicle trips would be greater than the proposed project as a result of the increase in daily trips from 47 to 104. However, the increase would not be significant.

### **10.3.1.5 Aesthetics**

Potential aesthetics impacts associated with this alternative include those related to the age character of the existing structures. When viewed from locations within Newport Harbor, some foundation elements of the existing multiple-family structure extend below the PLOED established by the City Council; furthermore, it does not conform to the existing topographic character of the bluff. When compared to the proposed project, this alternative would not result in additional encroachment into the viewshed when viewed from either the harbor or from Begonia Park; however, the aesthetic character of the existing structure(s) and bluff, when viewed from those vantages (particularly from the harbor), does not reflect the character desired by the City as articulated in the relevant land use and community design policies articulated in the General Plan. The repaired or replaced 3-slip dock would be smaller than that proposed by the applicant. As a result, the area(s) within the viewshed potentially affected by the dock facility, when viewed from the harbor, would be reduced when compared to the areas affected by the proposed dock. Similar to the proposed project, momentary loss of views to aesthetic elements within the cove and bluff area would also occur with the No Project alternative; however, these potential effects on the aesthetic character of the area, like those associated with the proposed project, would be less than significant. This alternative would also not result in enhanced views from the existing Public Viewpoint on Ocean Boulevard or improved views to the north by creating a view “window” along the northerly property boundary. Finally, the aesthetic benefits to the neighborhood of undergrounding the overhead utilities would not be achieved.

### **10.3.1.6 Drainage and Hydrology**

As indicated in Section 4.6, an existing catch basin in Carnation Avenue near Ocean Boulevard does not have adequate capacity to accommodate existing pre-project storm flows emanating within the drainage area. Although implementation of this alternative would not result in an increase in surface runoff when compared to the proposed project, an integral component of the existing stormwater collection system would continue to be inadequate to accommodate future storm flows. In addition, this alternative would not include water quality treatment systems like the proposed project, resulting in no improvement to the surface water quality before discharging into the municipal collection system and, ultimately, into Newport Bay.

### **10.3.1.7 Biological Resources**

Although no potential impacts would occur to the terrestrial biological resources on the site as a result of the No Project alternative, enhancement of the existing plants and habitat would not occur. Specifically, no native plant materials would be incorporated into this alternative and, therefore, no potential benefits of enhanced habitat would be realized. The reconstruction of a 3-slip dock, which would be smaller than that proposed, would result in similar impacts within the harbor and intertidal areas and would necessitate the implementation of similar measures during the construction phase to ensure that turbidity is minimized and impacts to the marine resources are avoided or reduced to a less than significant level. Although it may be possible to avoid eelgrass with a smaller dock, due to the proximity of the dock to the existing eelgrass bed in the harbor, pre- and post-construction surveys would still be required to document avoidance of, or potential impacts to, eelgrass.

### **10.3.1.8 Public Health and Safety**

Although some remodeling and cosmetic upgrading of the structures would occur in the No Project alternative, abatement of the asbestos and lead-based paint detected in the existing buildings may not be necessary or required because those activities are contingent upon the nature and extent of specific remodeling that were to occur. In order to avoid LBP and ACM impacts, similar to the proposed project, it would be necessary to abate the LBP and ACM identified during the investigations conducted for the No Project alternative.

### **10.3.1.9 Soils and Geology**

Because the subject property is located within the seismically active Southern California region, the existing structures would be subject to moderate to strong seismic groundshaking, similar to the proposed project; however, because the structures were built in 1949 and in the 1960s, they do not meet current building code requirements and, therefore, the buildings may not withstand moderate to strong seismic events as well as the proposed project. This, in turn, may result in significant structural damage and/or loss of life unless the existing structures are structurally retrofitted to meet current seismic standards. It is anticipated that grading and/or landform alteration would not occur. Replacement of the 3-slip dock facility would be exposed to storm-generated wave conditions; however, like the proposed project, the dock would be constructed based on the extreme wave conditions forecast for the area.

### **10.3.1.10 Cultural Resources**

No site grading/excavation would be necessary in order to implement the No Project alternative. As a result, potential impacts to paleontological resources identified for the proposed project would be avoided, eliminating the need for mitigation.

#### **Summary of No Project/No Development Alternative**

- Ability to Achieve Project Objectives

Implementation of the No Project alternative would not achieve any of the eight objectives identified for the proposed project. Most importantly, the No Project alternative would not allow for a state-of-the-art multiple-family residential project and the existing structures will not enhance the aesthetic character of the community as articulated in several of the General Plan policies. Furthermore, no private recreational amenities would be provided and it is anticipated that the existing, energy inefficient structures would continue to consume greater quantities of energy resources when compared to the proposed project, which has been designed to incorporate state-of-the-art energy efficient energy systems. Finally, existing views from the important public vantages would not be enhanced.

- Elimination/Reduction of Significant Impacts

This alternative would eliminate the potentially significant unavoidable adverse construction noise impact and potential impacts to paleontological resources identified for the proposed project. It would also substantially reduce construction traffic and related air emissions when compared to the proposed project. However, it would not substantially reduce other potential effects, including hydrology/water quality, biological resources, and operational traffic. The existing catch basin near the corner of Carnation Avenue and Ocean Boulevard would not be upgraded, resulting in the continuation of the stormwater collection deficiency. In addition, without seismic retrofitting necessary to improve the structural integrity of the existing structures, the buildings and future residents would be exposed to potential seismic hazards. Finally, abatement of the LBP and ACM would not be required so future residents could also be exposed to ACM and LBP unless remediated during the remodeling process.

- **Comparative Merits**

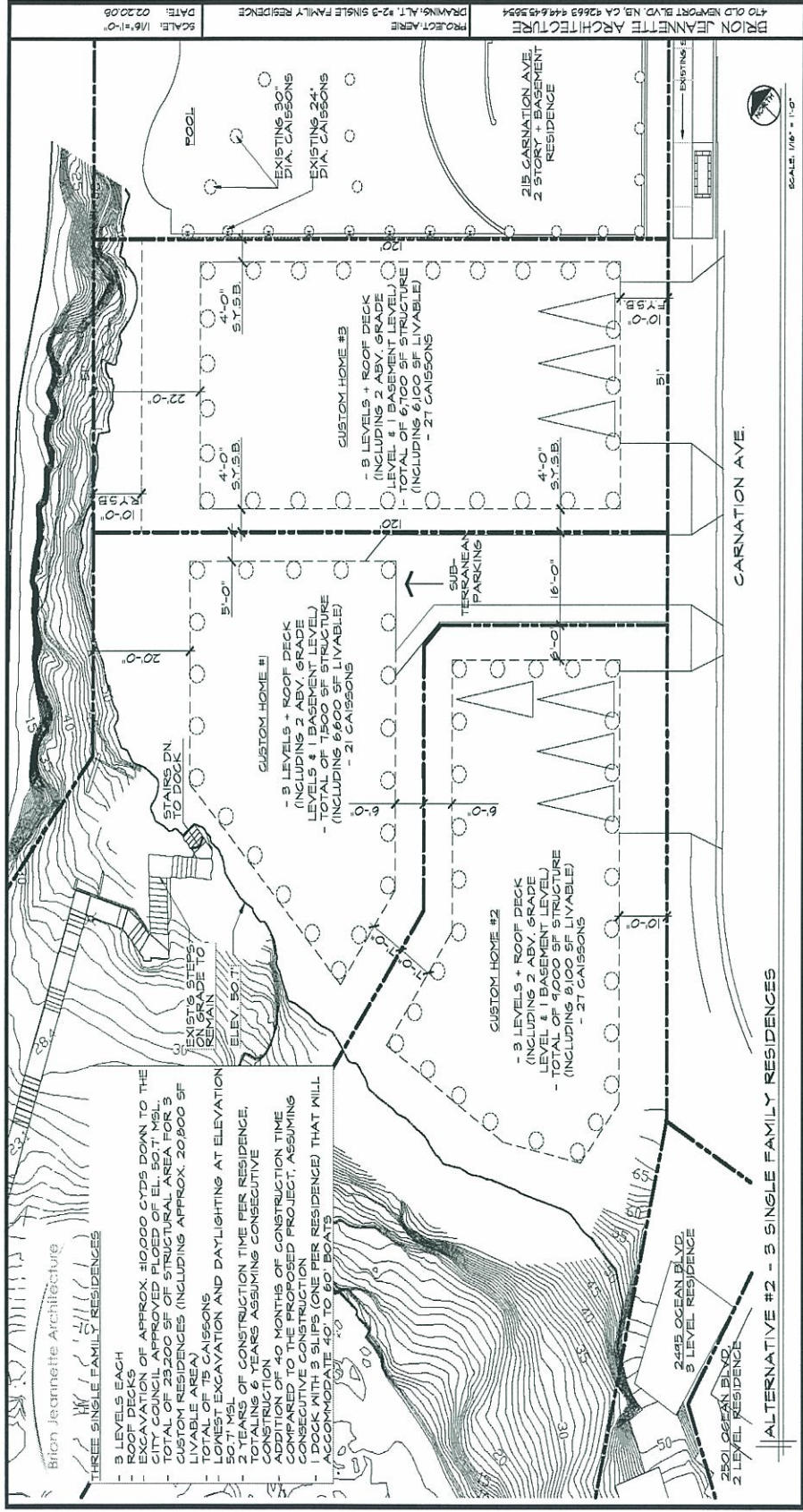
Although this alternative does eliminate the significant unavoidable adverse construction noise impacts and reduce other potential project-related impacts, several benefits resulting from the proposed project would not be realized, including the state-of-the art energy features, upgrading of the existing catch basin, and undergrounding of existing power poles and wiring which are included within the proposed project. Therefore, this alternative would not provide improved aesthetic character within the Corona del Mar community as a result of the modern design and architectural character of the project, and the undergrounding of the existing overhead utilities, enhanced public access through the creation of new on-street public parking spaces, and improved drainage and water quality as a result of the upgrading of the existing catch basin. In addition, this alternative does not include enhanced view corridors along Ocean Boulevard and Carnation Avenue and the No Project alternative does not achieve objectives of the Newport Beach General Plan and other long-range plans adopted by the City intended improve the quality of the neighborhood and environment (e.g., improvement stormwater quality, implementation of “green” technologies, etc.).

### **10.3.2 Reduced Intensity Alternative (3 Single-Family Residential Dwelling Units)**

This alternative would result in the subdivision of the existing property into three single-family lots, each of which would be occupied by one custom residence (refer to Exhibit 10-1). Each of the three homes would consist of two above-grade living levels as well as a basement level and a roof deck. The two residences facing Carnation Avenue might have garages fronting on that street, while the third residence would likely have subterranean parking accessible via a driveway from Carnation Avenue. Similar to the proposed project, basement levels of the homes are assumed to “daylight” at 50.7 feet NAVD88, the City Council-approved predominant line of existing development. Each residence would encompass approximately 6,900 square feet of living space and a total structural floor area of about 7,700 square feet (including living space, garages, mechanical spaces, etc.) for a total structural floor area of approximately 23,200 square feet. Although this reduced intensity alternative would reduce the amount of grading necessary to accommodate the three homes (i.e., 10,000 cubic yards of excavation versus 25,200 cubic yards for the proposed project), up to 75 caissons would be required to provide the structural integrity of the three homes. The existing dock would be replaced with a new 3-slip dock that would accommodate a 40- to 60-foot boat for each of the three residences. For this alternative, there is no requirement for implementation of the state-of-the art energy features, upgrading of the existing catch basin, or undergrounding of existing power poles and wiring, which are included within the proposed project. Therefore, this alternative will not provide those benefits.

#### **10.3.2.1 Land Use and Planning**

Implementation of this alternative would not require an amendment to the City’s General Plan as proposed by the applicant for the proposed project. The construction of three single-family residential dwelling units on the consolidated property would be consistent with the intensity of development in the project environs, which is characterized by both single- and multiple-family residential dwelling units. The single-family residential dwelling units proposed in this alternative could be designed to be consistent with the goals and objectives of the City’s General Plan and CLUP, similar to the proposed project. As indicated above, development of the site with three homes would not extend below the PLOED established by the City Council. However, as identified below, the construction of three homes would likely require individual curb cuts for vehicular access, resulting in no additional public parking at the curb.



**Exhibit 10-1**  
**Reduced Density - 3 SFD Alternative**

SOURCE: Brion Jeannette Architecture

Draft Environmental Impact Report  
 Aerie PA2005-196 - Newport Beach, CA  
 March 2009



### **10.3.2.2 Traffic and Circulation**

Development of the subject property with three single-family homes would result in potentially greater construction traffic impacts when compared to the proposed project. Although this alternative would necessitate the removal of only 10,000 cubic yards of earth materials (i.e., approximately 3,333 cubic yards for each home), the construction schedule may likely extend over a substantially longer period of time. Based on current economic conditions, it is anticipated that each residence would not be constructed until it has been sold, resulting in a total construction duration of approximately six years (i.e., two years for each residence), assuming each is built one after the other. During that overall construction schedule, heavy truck and related vehicle trips would enter and exit the neighborhood similarly to that anticipated by the proposed project. Although the amount of export materials would be less than the proposed project, resulting in fewer overall haul truck trips (i.e., approximately 825 trips associated with each home), the potential disruption in the neighborhood resulting from the construction vehicles entering and exiting the site would occur over a longer period of time. Once completed, the three dwelling units would generate fewer than 30 vehicular trips per day and only about three morning and afternoon peak hour trips, which would not significantly affect traffic either in the neighborhood or on arterial roadways in the area.

### **10.3.2.3 Air Quality**

Potential air quality impacts would be less than significant as a result of the reduction in the amount of grading that would be necessary to accommodate the three homes. The total number of days, combined with fewer heavy truck trips (i.e., 1,194 haul trucks and cement trucks) and less export material (10,000 cubic yards) would account for the reduction in daily emissions associated with the grading operation (i.e., Phase I) of this alternative. Although overall construction of this alternative would take approximately six years (i.e., two years for each home), the potential air quality impacts associated with subsequent phases (i.e., concrete construction, framing, and finish) would utilize similar types and numbers of construction equipment as the proposed project. Therefore, daily construction emissions would be about the same as those estimated for the proposed project and would be less than significant. Operational emissions, including mobile source emissions, would also be less than significant due to the reduction in dwelling units that generate fewer trips when compared to the proposed project. However, the homes in this alternative are less likely to be designed to be as energy efficient as the proposed project because the three custom homes would not necessarily be constructed by the applicant. The off-site emissions associated with natural gas and electrical consumption could be greater than the proposed project emissions when compared on a unit-to-unit basis. Nonetheless, long-term air emissions would be less than the project-related emissions, which are less than significant.

### **10.3.2.4 Noise**

Noise resulting in the demolition of the existing structures would be similar to that described in Section 4.4. Because grading would not extend below 50 feet NAVD88, potential noise associated with grading required for each of the homes would be limited to the area identified in Exhibit 4.4-3. Other noise levels resulting from concrete pouring, metal stud framing and concrete form work would be similar to the proposed project; however, because construction of these homes would likely occur consecutively rather than concurrently, the overall construction phase would be substantially longer when compared to the proposed project. Based on a two-year construction schedule for each home, construction noise would fluctuate based on the particular phase and would extend over a six year period compared to a 32-month construction phase for the proposed project. Therefore, potential construction noise impacts would also be significant and unavoidable.

### **10.2.2.5 Aesthetics**

Although it is anticipated that this alternative would comply with the relevant policies related to aesthetics and visual resources articulated in the General Plan and CLUP, development of the site with three single-family dwelling units (and a three-slip dock) could adversely affect public views from the Public View Point on Ocean Boulevard. Although subdivision of the property, which would result in the creation of three individual lots and the placement of a home on each lot, could provide a degree of enhancement as desired in the relevant General Plan policies, it is possible that the view enhancement may not be as significant as that resulting from project implementation (i.e., 75 percent increase) in the view angle from the Public View Point. As a result, enhancement of the public view from Ocean Boulevard that would occur from the implementation of the proposed project may not be realized. Similarly, the view corridor along the northern property boundary created by the proposed project would likely be eliminated in this alternative. This alternative will improve the aesthetic character of the site (when compared to the existing older, deteriorating residences that currently exist) and achieve architectural diversity as articulated in the relevant General Plan policies. When viewed from the harbor, three structures would be seen, including basement levels that “daylight” at the PLOED, which has been established at 50.7 feet NAVD88. Although the dock would be smaller (i.e., 3 slips versus 8 slips and a guest side tie), the effect on the aesthetic character of the bluff and rock outcroppings would be similar to the proposed project. While portions of the small cove and rock outcroppings may be obscured from view by the boats and docks associated with this alternative, the effect on those views would be temporary; none of the visual amenities would be permanently altered or destroyed as a result of implementing this alternative.

### **10.3.2.6 Drainage and Hydrology**

Although the impervious area of the site may be reduced with such an alternative, the existing catch basin in Carnation Avenue near Ocean Boulevard is deficient and cannot adequately accommodate existing surface flows within the drainage area. Despite this alternative likely reducing flows to the existing catch basin, the catch basin would remain deficient. If storm runoff does not exceed existing volumes, this alternative could not be conditioned to upgrade the catch basin from existing conditions. In addition, the potential for water quality impacts would be similar to the proposed project and could exacerbate the existing “impaired” status of Newport Bay if surface flows are not properly treated prior to being discharged.

### **10.3.2.7 Biological Resources**

The potential effects of this alternative on terrestrial biological resources would be the same as identified in Section 4.6. Specifically, this alternative, like the proposed project, would result in the removal of introduced, non-native trees, shrubs and ground covers currently existing on the upper portion of the bluff, which could result in impacts to nesting bird species that may reside on the site. In addition, it is possible that one or more sensitive plant species, if found to occupy the site, could be affected. As a result, the same provisions for construction scheduling and pre-construction surveys for sensitive plant species and nesting birds would also be imposed on this project alternative. In addition to these potential effects, the reconstruction of a 3-slip dock, which would be smaller than that proposed in connection with the project, would result in similar impacts within the intertidal area, and would necessitate the implementation of similar mitigation measures during the construction phase to ensure that turbidity is minimized and impacts to the marine resources are avoided or reduced to a less than significant level. Although it may be possible to better avoid eelgrass with this alternative given that it is a smaller dock (e.g., a larger buffer could be implemented), due to the proximity of the facility to the existing eelgrass bed in the harbor, pre- and post-construction surveys would still be required to document avoidance of, or potential impacts to, eelgrass.

### **10.3.2.8 Public Health and Safety**

Implementation of this alternative would necessitate the demolition of the existing residential structures that occupy the site. As a result, the potential impacts identified for the proposed project would also occur (i.e., potential to release ACM and LBP if not properly abated). However, as prescribed for the proposed project, this alternative would include the same standard conditions to ensure that any ACM and LBP that may exist in the structures are abated in accordance with existing regulatory requirements. Implementation of this alternative does not significantly reduce or minimize issues associated with ACM and/or LBP.

### **10.3.2.9 Soils and Geology**

The soils and geologic conditions on the property are suitable to accommodate the development of the site with three single-family homes. Although similar structural reinforcement would be required, grading would not extend below the 50-foot elevation. Potential impacts associated with this alternative would be similar to the proposed project, including those potential effects associated with the construction of the dock with three slips (i.e., exposure to storm waves). Implementation of this alternative does not significantly reduce or minimize potentially significant impacts associated with soils and geology.

### **10.3.2.10 Cultural Resources**

Although the grading anticipated to accommodate the three single-family residential dwelling units would be less than that proposed in connection with the project, impacts to paleontological resources would be the same as identified for the proposed project due to the nature of the underlying Monterey Formation, which is known to contain abundant fossilized marine invertebrates and vertebrates. Therefore, this alternative would be required to implement the same mitigation measure as prescribed for the proposed project (i.e., preparation of a Paleontological Resource Impact Mitigation Program) to ensure that fossils that may be encountered are adequately addressed. As indicated for the proposed project, no existing archaeological or historical resources are known to exist on the site; therefore, implementation of this alternative would not result in any impacts to such resources.

### **Summary of Reduced Intensity Alternative (3 Single-Family Residential Dwelling Units)**

#### **▪ Ability to Achieve Project Objectives**

Implementation of this alternative would achieve only portions of Objectives 1 (i.e., enhance the aesthetic quality of the neighborhood by replacing a deteriorating structure), 2 (i.e., incorporate a design that reflects the architectural diversity of the neighborhood), 3 (i.e., provide a dock for each residence), and 7 (enhance scenic views from the harbor). However, this alternative would not result in the construction of a multiple-family residential condominium project of sufficient size (Objective 1) to provide range of recreational and health amenities or ample storage space (Objective 4), enhance aesthetics of the neighborhood to the degree of the proposed project, and remove two existing overhead power poles (Objective 2), incorporate energy-saving, sustainable, and environmentally sensitive technology, construction techniques, and other features designed to conserve energy and/or improve the existing environment to a greater degree than required by current applicable regulations (Objective 3), enhance public access by increasing public street parking (Objective 5), or remove two existing power poles on Carnation Avenue, as well as the associated overhead wires, all of which presently affect the view from certain perspectives or replace the existing poles and overhead wiring by undergrounding the new wiring, all in order to enhance scenic views to the harbor and ocean from designated vantage points (Objective 6). In addition, if the homes in this alternative were built to the maximum building height, this alternative would not minimize encroachment into private views when compared to the proposed project (Objective 8).

- Elimination/Reduction of Significant Impacts

This alternative would decrease the amount of grading required to construct the three single-family residential dwelling units, construction of the three homes would extend over a six year period (i.e., two years for each home) because they which would be constructed consecutively rather than concurrently due to market conditions. Therefore, implementation of this alternative would not avoid or substantially reduce the potential construction noise impact associated with project implementation. Depending on market conditions, the construction noise impacts could extend for a greater period of time than would be the case for the proposed project or the multi-family project alternatives. Implementation of this alternative would also result in reduced construction and mobile-source air emissions and construction traffic, which were determined to be less than significant with the proposed project as well.

- Comparative Merits

As indicated above, this alternative does not eliminate the significant unavoidable adverse construction noise impacts associated with the proposed project. Due to the manner in which construction would occur (i.e., consecutively), the actual construction duration and, therefore, short-term impacts associated with construction (e.g., air quality, noise, and traffic), would be extended beyond any of the alternatives evaluated. In addition, several benefits resulting from the proposed project might not be realized to the extent that would occur with the proposed project, including the provision of enhanced view corridors along Ocean Boulevard and Carnation Avenue, the state-of-the art energy features, upgrading of the existing catch basin, and undergrounding of existing power poles and wiring.

### 10.3.3 Reduced Intensity/5-Unit Multiple-Family Residential Project

This alternative includes the elimination of the proposed project's Sub-Basement Level and the entire Basement Level. The location and basic design of levels above the Basement level are assumed to be similar as the proposed project. Twenty-five (25) caissons below the building perimeter along Bayside Place and Newport Bay are eliminated due to the change in basement and foundation design. Due to the elimination of parking located on the Sub-Basement and Basement levels, required parking spaces have been reallocated among the proposed parking areas within the First and Second levels. The resulting parking plan would comply with the City's off-street parking requirements for the development of 5 units. If vehicle spaces on vehicle lifts were considered adequate to satisfy required parking, the number of units could be higher assuming no reduction in building area devoted to residential uses would occur to increase the size and capacity of the garage areas. The interior layout of the proposed residential building areas would be reallocated and/or redesigned for a reduced number of units (5). The applicant would have the ability to increase the size of units, provide area for common amenities or mechanical spaces for energy independent systems. Compared to the proposed project, this multiple-family alternative has three (3) fewer units and the extra guest parking including golf cart and motorcycle parking spaces would be eliminated.

- Elimination of 2 levels (Sub-basement and Basement Levels)
- Decrease in number of units from 8 to 5
- Elimination of 25 caissons along the building perimeter facing Newport Bay and Bayside Place
- Total reduction of 12,240 cubic yards of excavation
- Reduction of 1,021 dump trucks and 126 cement trucks
- Reduction of approximately 9 months of construction time compared to the proposed project
- Reduction or possible elimination of mechanical spaces impacting the ability to provide energy independent systems such as photovoltaic and gray water storages

- Reduction or possible elimination of common amenities for all units including fitness center, less private storage
- Proposed dock design would be reduced; 5 slips for 5 units plus 1 guest side-tie

For this alternative, state-of-the art energy features, upgrading of the existing catch basin, or undergrounding of existing power poles and wiring, which are included within the proposed project, would not be required. Therefore, this alternative will not provide those benefits.

### **10.3.3.1 Land Use and Planning**

Implementation of this alternative would require the same amendment to the City's General Plan as proposed by the applicant for the proposed project. The construction of five (5) multiple-family residential dwelling units on the consolidated property would be consistent with the intensity of development in the project environs, which is characterized by both single- and multiple-family residential dwelling units. This less intense alternative could be designed to be consistent with the goals and objectives of the City's General Plan and CLUP, similar to the proposed project. As indicated above, development of the site with 5 multiple-family dwelling units in a similar configuration as the proposed project would not extend below the PLOED established by the City Council.

### **10.3.3.2 Traffic Circulation**

Potential construction traffic impacts would be similar (i.e., addition of heavy truck trips onto the residential streets in the area) to the proposed project, although the number of heavy truck trips resulting from the reduction in grading and requirement to export earth materials from the site would be reduced by 1,021 truck trips. Nonetheless, the nature and extent of the construction vehicles/traffic would be the same but would occur for a shorter period of time. These potential effects would be addressed through the implementation of a Construction Management Plan with the same restrictions on parking, ingress/egress of vehicles, etc. As for long-term impacts, the 5-unit alternative would yield approximately 30 trips per day, compared to 47 for the proposed project. Similarly, peak hour vehicle trips would also be reduced. As with the proposed project, no potential long-term traffic impacts from this alternative would occur.

### **10.3.3.3 Air Quality**

As with traffic impacts, the potential less than significant air emissions associated with the proposed project during both construction and operation would be reduced commensurate with the reduction in the amount of soil material excavated from the site and transported to the Olinda Alpha Landfill and the reduction in the number of dwelling units. As indicated in Section 4.3, potential less than significant short-term (construction) and long-term (operational) air emissions estimated for the proposed project would be further reduced by the implementation of this alternative.

### **10.3.3.4 Noise**

This alternative, which eliminates the sub-basement level, basement levels, and three dwelling units, would also eliminate several noise-generating components associated with construction, including the elimination of 25 caissons that would not be necessary for structural integrity. In addition, the quantity of earth material excavated and hauled from the site would also be reduced. As a result, this alternative would require approximately 23 months of construction, compared to 32 months for the proposed project. Potential noise impacts for demolition would be the same. Although the noise associated with caisson drilling would be the same as with the proposed project, fewer caissons are required and the duration of that noise over the construction phase of the project would be reduced. In addition, noise associated with excavation to the 28-foot elevation would be eliminated with the elimination of the sub-basement level. As indicated above, construction noise levels anticipated as a result of this 5-unit alternative would be virtually the same as those

identified for the proposed project; however, with the elimination of excavation below 50 feet in elevation and 25 caissons, the duration of the excessive construction noise would be significantly reduced by approximately 9 months. Although this alternative would reduce the duration of construction and, therefore, potential excessive noise, the potential construction-related noise impacts would remain significant even with the incorporation of the mitigation measures prescribed in Section 4.4.

#### **10.3.3.5 Aesthetics**

Because the proposed exterior building design above the basement floor is aesthetically similar to the proposed project, no potential aesthetic impacts would occur as a result of implementing this alternative. The effect of this project design alternative on aesthetics would be virtually the same as identified and described in Section 4.5 for the proposed project. The view corridor on Ocean Boulevard at the Public View Point identified in the City's General Plan would be expanded. In addition, the view window along the northern property line would also be "opened" as a result of the project design. However, with the exception of the existing overhead wires that would be extended to serve the site, the overhead utility poles in the neighborhood on Carnation Avenue would not be undergrounded.

#### **10.3.3.6 Drainage and Hydrology**

Similar to the proposed project, the only physical changes to the site plan are those occurring below the finished pad elevation (i.e., elimination of two basement levels). Therefore, like the proposed project, this alternative would be expected to decrease flows to the existing deficient catch basin near the corner of Carnation Avenue and Ocean Boulevard, although the catch basin would remain deficient. Nonetheless, this alternative would not be required to upgrade the existing deficient catch basin. As a result, this alternative would not improve the drainage condition in the area.

#### **10.3.3.7 Biological Resources**

The potential effects of this alternative on terrestrial biological resources would be the same as identified for the proposed project, including the removal of introduced, non-native trees, shrubs and ground covers currently existing on the upper portion of the bluff, which could result in impacts to nesting bird species that may reside on the site and the possible adverse effect to one or more sensitive plant species, if found to occupy the site. As a result, the same provisions for construction scheduling and pre-construction sensitive plant species would also be imposed on this project alternative. Similarly, the reconstruction of a 5-slip dock, which would be smaller than that proposed, would also result in similar effects within the harbor and intertidal areas as the proposed project and other alternatives and would, therefore, necessitate the implementation of similar measures during the construction phase to ensure that turbidity is minimized and impacts to the marine resources are avoided or reduced to a less than significant level. Although it may be possible to avoid eelgrass with the smaller dock, due to the proximity of the facility to the existing eelgrass bed in the harbor, pre- and post-construction surveys would still be required to document avoidance of, or potential impacts to, eelgrass.

#### **10.3.3.8 Public Health and Safety**

Implementation of this alternative would necessitate the demolition of the existing residential structures that occupy the site. As a result, the potential impacts identified for the proposed project would also occur (i.e., potential to release ACM and LBP if not properly abated). However, as prescribed for the proposed project, this alternative would include the same standard conditions to ensure that any ACM and LBP that may exist in the structures are abated in accordance with existing regulatory requirements. Implementation of this alternative does not significantly reduce or minimize issues associated with ACM and/or LBP.

### **10.3.3.9 Soils and Geology**

The soils and geologic conditions are suitable to accommodate the development of the 5-unit multiple-family residential project. Although similar structural reinforcement would be required as with the proposed project, grading would not extend below the 50-foot elevation. Potential impacts associated with this alternative would be similar to the proposed project, including those potential effects associated with the construction of the dock with five slips (i.e., exposure to storm waves). Implementation of this alternative does not significantly reduce or minimize potentially significant impacts associated with soils and geology.

### **10.3.3.10 Cultural Resources**

Although grading would be reduced by eliminating the two basement levels and the need to excavate as much as 20 feet lower, the potential effects of this project would be the same as those identified in Section 4.10. Although no potentially significant effects would occur to historic and cultural and archaeological resources based on the site and records surveys conducted for the site, grading necessary to accommodate the structural components identified in this alternative would result in similar potential effects on paleontological resources because grading would extend into the Monterey formation, which is capable of producing such resources. Therefore, this alternative would be required to implement the same mitigation measure as prescribed for the proposed project (i.e., preparation of a Paleontological Resource Impact Mitigation Program) to ensure that fossils that may be encountered are adequately addressed.

#### **Summary of Reduced Intensity/5-Unit Multiple-Family Residential Project**

- Ability to Achieve Project Objectives

It is not clear whether this alternative could feasibly accomplish most of the project objectives. In most cases, the degree to which the objectives would be achieved would be less than that occurring with the proposed project. This alternative might not be expected to contain a sufficient number and size of units to justify the same level of advanced design and architecture which would reflect the architectural diversity of the community and add distinction to the harbor and neighborhood, use energy-conserving technology in excess of that which is legally required, or include significant common amenities (Objective 1, Objective 3, Objective 4). While this alternative would improve the aesthetic character of the site and neighborhood by replacing the existing structure with a more modern structure, it would not remove overhead power poles (Objective 2). Additionally, the significantly reduced scale of the project may also reduce the extent of landscape and streetscape enhancements (Objective 2) compared to the proposed project. Further, the provision of energy efficient systems (Objective No. 3) likely would be limited or precluded by the elimination of electrical and storage areas allocated for the proposed project. Similarly, the ability to provide storage and community amenities would be severely constrained (Objective No. 4). Objective Nos. 5, 7, and 8 likely could be achieved in a similar fashion as the proposed project.

- Elimination/Reduction of Significant Impacts

Implementation of this alternative would result in generally similar (e.g., soils and geology, drainage and hydrology, cultural resources, aesthetics, public health and safety, etc.) or slightly reduced (e.g., traffic and circulation, air quality, etc.) effects as those identified for the proposed project. Although this alternative would reduce the overall duration of construction by approximately 9 months, the reduction in the duration of excessive noise would be significantly reduced. Therefore, of construction-related noise anticipated for this alternative would remain significant.

- Comparative Merits

As indicated above, the 5-Unit Multiple-Family Residential Project would reduce the duration of construction noise by 9 months and significantly reduce construction-related noise, but the construction-related noise would remain significant. Although some (less than significant) project-related effects would be reduced further with this alternative, the reductions would occur at the expense of the reduction and/or elimination of project components, including storage space, common amenities, upgrading of the existing catch basin, removal of utility poles, and undergrounding of wiring, and mechanical spaces, which affect the ability to provide energy independent systems.

### 10.3.4 Existing Zoning/Alternative Design

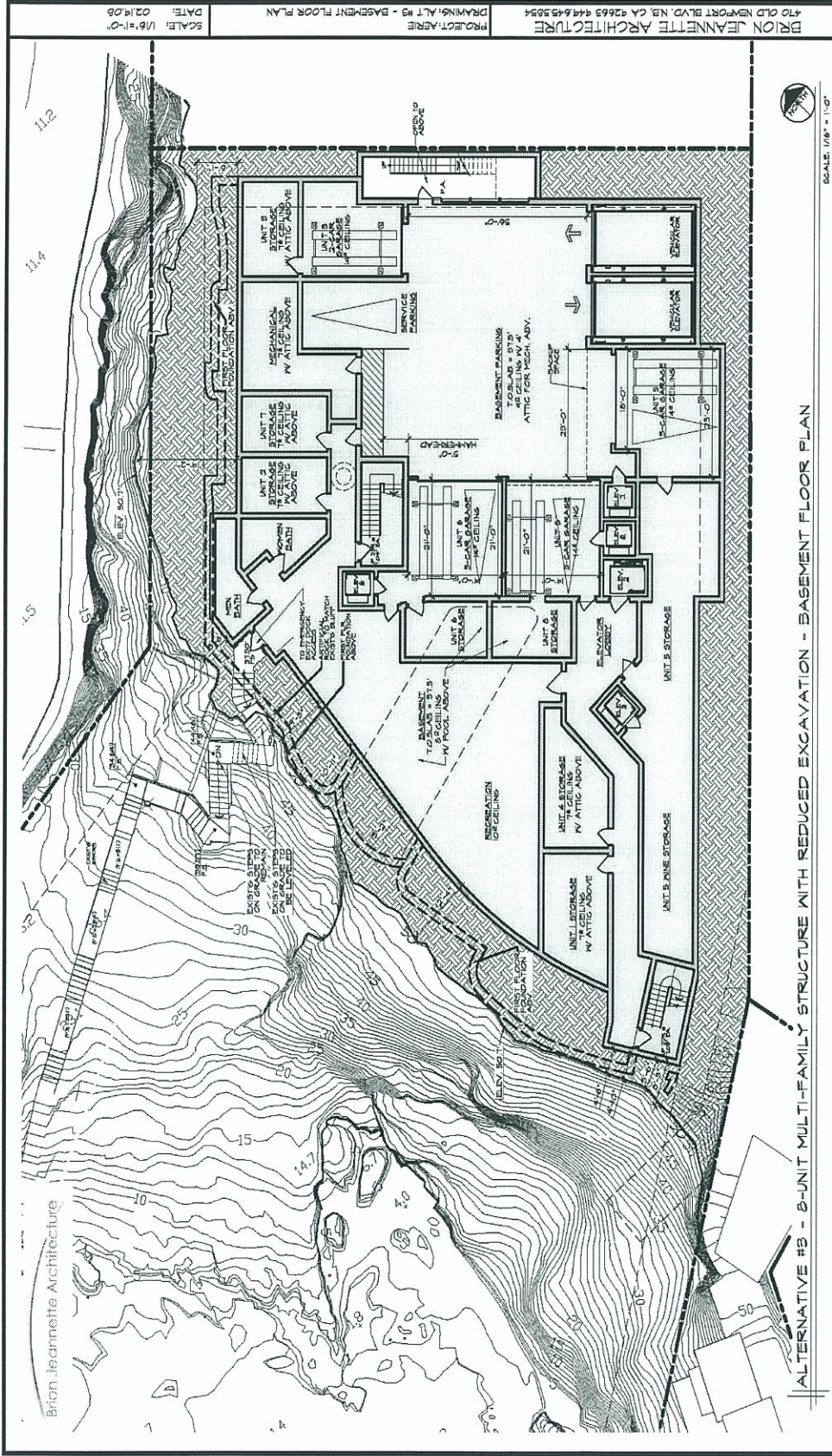
Two 8-unit alternatives that include 8 multiple-family residential dwelling units on the site reflect an alternative design have been identified for the “existing zoning” alternative. While they reflect the same number of dwelling units and less grading, each is characterized by specific parameters, including a reduction in grading, which are described below.

#### **8-Unit Multiple-Family Residential Project with Reduced Grading**

##### Alternative A

This 8-Unit Multiple-Family Residential Project alternative (refer to Exhibits 10-2 through 10-6) includes the elimination of the sub-basement included in the proposed project, and a reduction of 1,259 square feet at the basement level, resulting in a reduction of 7,804 cubic yards of excavation when compared to the proposed project. Building perimeter walls along Bayside Place and Newport Bay have been modified to accommodate the distance required for a 2:1 (horizontal to vertical) cut slope in order to eliminate the need for 25 caissons along that side. As a result, the perimeter walls are pulled back from the PLOED of 50.7 feet NAVD88. In addition, common facilities and amenities have also been reduced in an effort to minimize grading and potential impacts. The resulting parking plan complies with the City’s off-street parking requirements; however, due to the elimination of the sub-basement parking, parking spaces have been reallocated in this alternative to the first, second and basement levels of the structure. This alternative has 3 fewer guest parking spaces and does not include the golf cart and motorcycle parking. The proposed dock design in this alternative, which includes eight slips for the eight dwelling units as well as one guest “side tie,” would be the same as the proposed project. For Alternative A, the applicant has indicated that it would provide state-of-the art energy features, upgrading of the existing catch basin, and undergrounding of existing power poles and wiring to the same extent as provided for the proposed project. These improvements would be voluntarily provided even though there is no basis to require the implementation of these improvements.





**Exhibit 10-2**  
**Reduced Grading Alternative 3A – 8 MFD Basement Plan**

SOURCE: Brion Jeannette Architecture

Draft Environmental Impact Report  
 Aerie PA2005-196 – Newport Beach, CA  
 March 2009

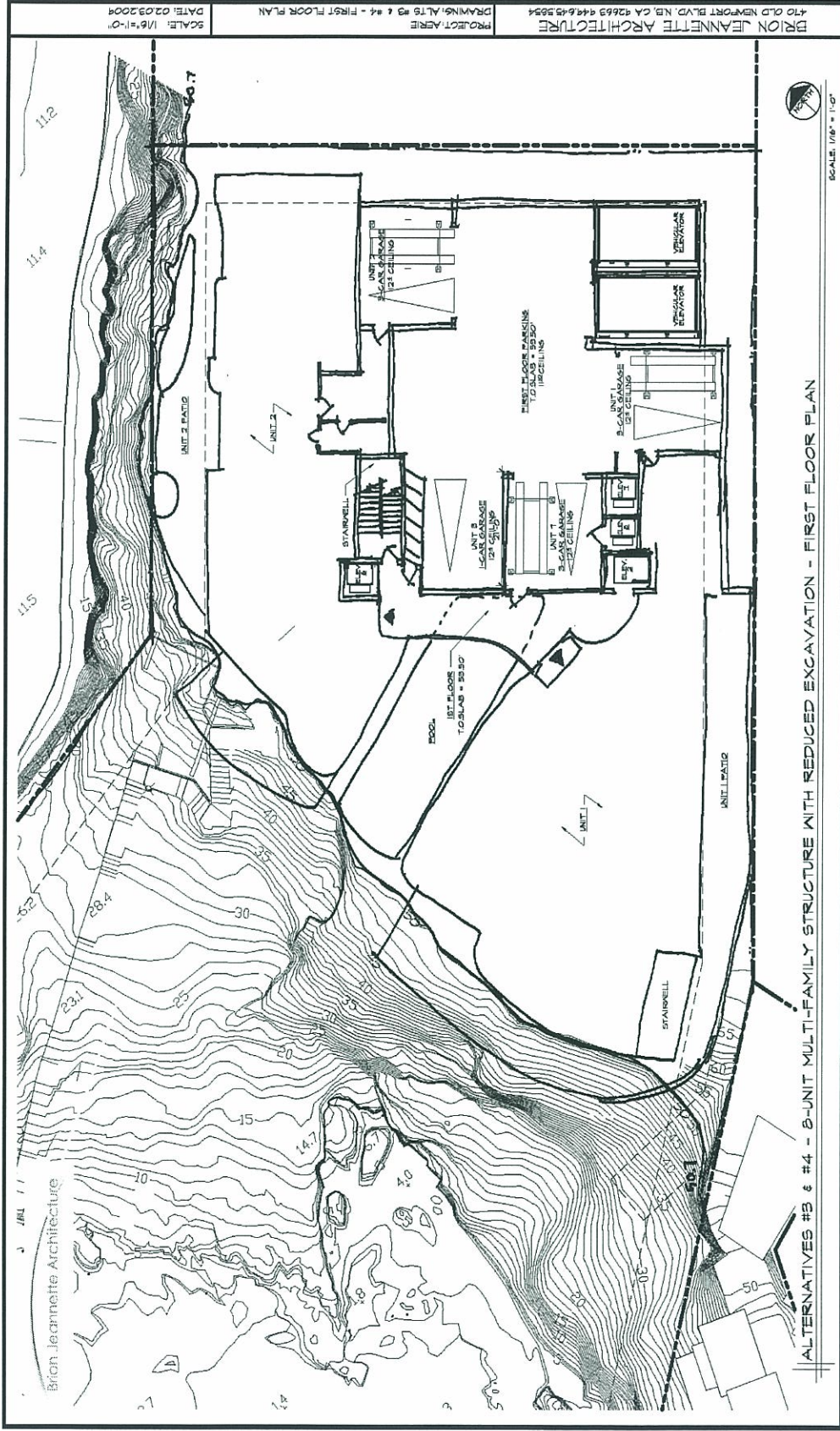
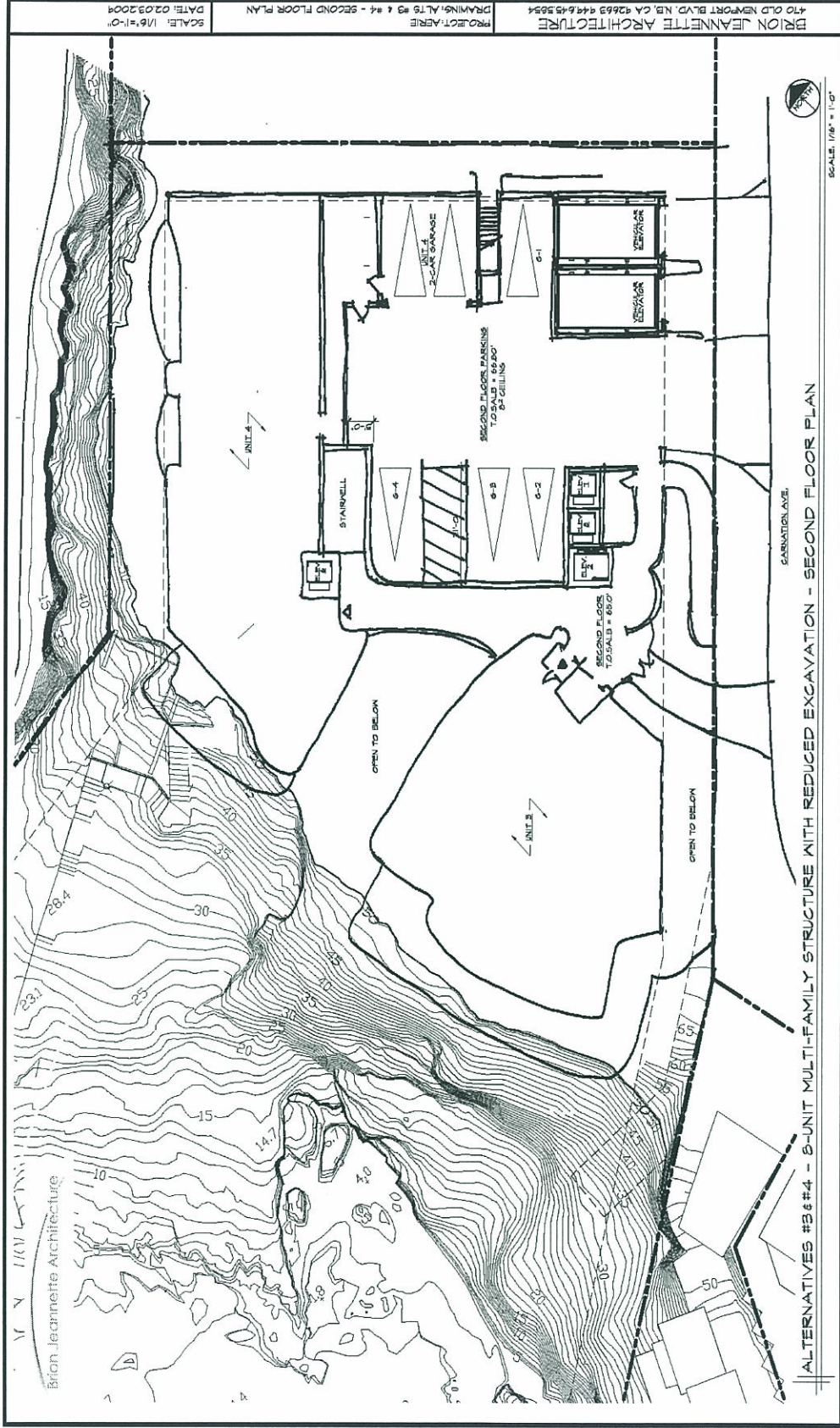


Exhibit 10-3  
 Reduced Grading Alternative 3A and 3B – 8 MFD First Floor Plan

SOURCE: Brion Jeannette Architecture

Draft Environmental Impact Report  
 Aerie PA2005-196 – Newport Beach, CA  
 March 2009



Brion Jeannette Architecture

SCALE: 1/8" = 1'-0"  
DATE: 02.03.2009

PROJECT AERIE  
DRAWING: ALTS #3 & #4 - SECOND FLOOR PLAN

BRION JEANNETTE ARCHITECTURE  
410 OLD NEWPORT BLVD, N.E. CA 92663 446.45.5254

SCALE: 1/8" = 1'-0"

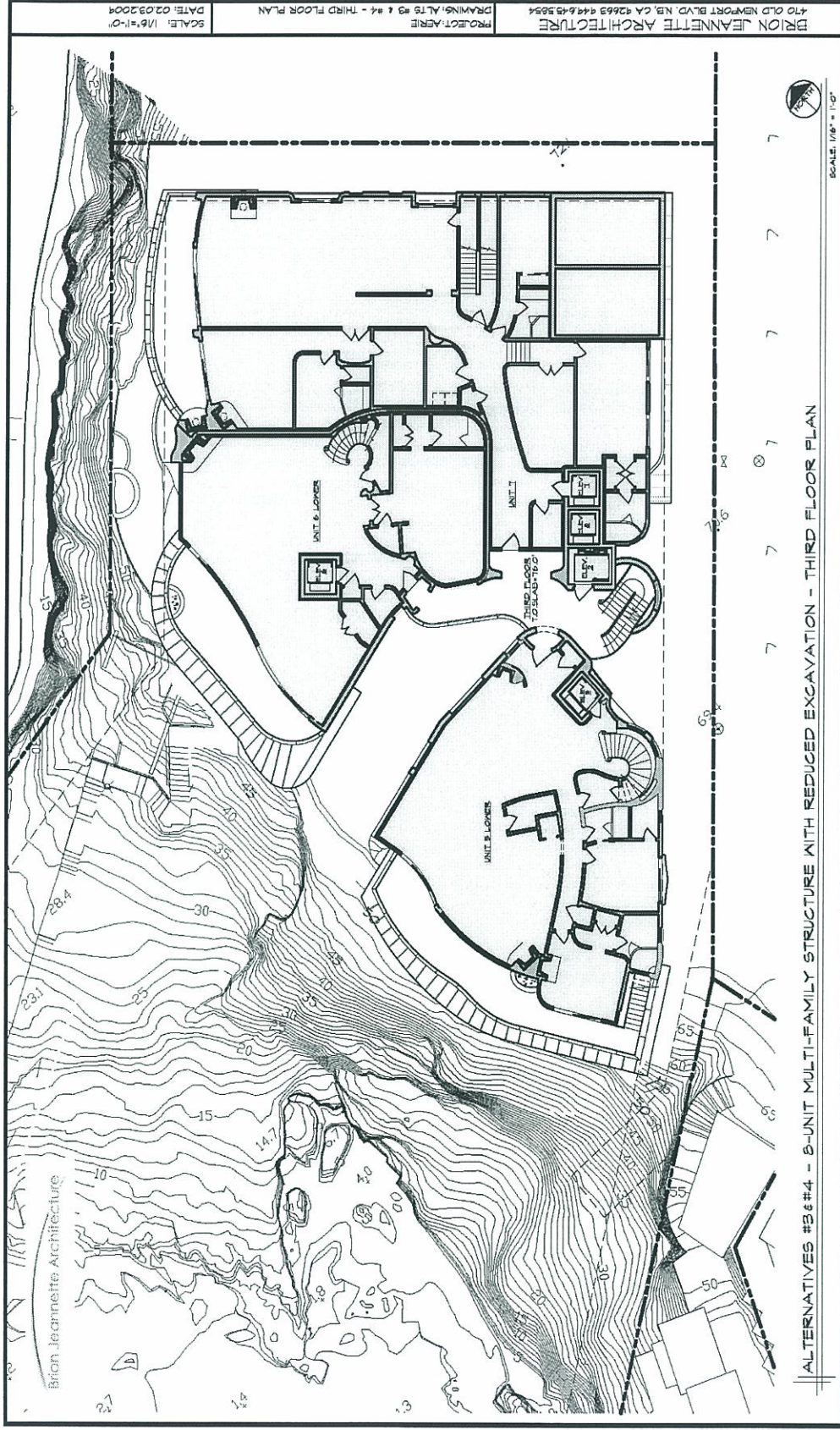
ALTERNATIVES #3 & #4 - 2-UNIT MULTI-FAMILY STRUCTURE WITH REDUCED EXCAVATION - SECOND FLOOR PLAN

GARNATION AVE.

Exhibit 10-4  
Reduced Grading Alternative 3A and 3B - 8 MFD Second Floor Plan

SOURCE: Brion Jeannette Architecture

Draft Environmental Impact Report  
Aerie PA2005-196 - Newport Beach, CA  
March 2009



Brion Jeannette Architecture

SCALE: 1/8" = 1'-0"  
DATE: 02.03.09

PROJECT: AERIE  
DRAWING: ALTS #3 & #4 - THIRD FLOOR PLAN

BRION JEANNETTE ARCHITECTURE  
410 OLD NEWPORT BLVD., N.B. CA 92663 949.643.5554

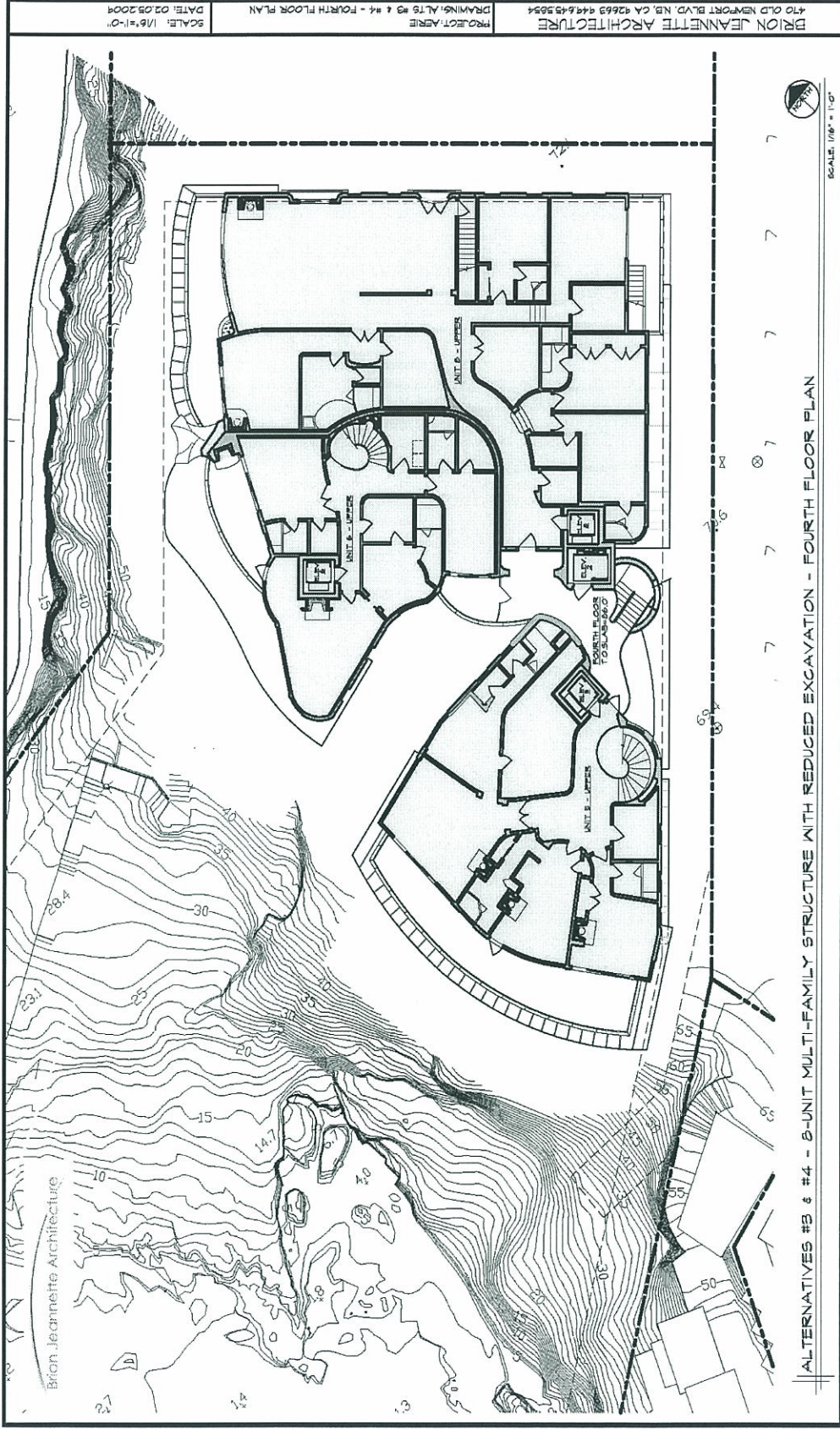
ALTERNATIVES #3 & #4 - 5-UNIT MULTI-FAMILY STRUCTURE WITH REDUCED EXCAVATION - THIRD FLOOR PLAN

SCALE: 1/8" = 1'-0"

SOURCE: Brion Jeannette Architecture

**Exhibit 10-5  
Reduced Grading Alternative 3A and 3B - 8 MFD Third Floor Plan**

Draft Environmental Impact Report  
Aerie PA2005-196 - Newport Beach, CA  
March 2009



**Exhibit 10-6**  
**Reduced Grading alternative 3A and 3B – 8 MFD Fourth Floor Plan**

SOURCE: Brion Jeannette Architecture

Draft Environmental Impact Report  
Aerie PA2005-196 – Newport Beach, CA  
March 2009

## Alternative B

This alternative is similar to the 8-unit alternative described in the previous section (i.e., no sub-basement level). However, implementation of this alternative would also result in a reduction of 5,419 square feet at the basement level from the proposed project. Only the garage “core” and a small portion of circulation, mechanical, and storage space would remain at the basement level (refer to Exhibit 10-7 and Exhibits 10-3 through 10-6). In addition, common facilities such as the recreation room and most of the storage areas have been eliminated. A reduction in the mechanical spaces would also result in the elimination of some energy-independent systems such as the photovoltaic and gray water storage features; however, the applicant would retain the ability to modify the plans to incorporate these facilities within other areas. A small portion of excavation beyond the basement perimeter is necessary for the pool on the first floor. This alternative would result in the elimination of 25 caissons along the building perimeter facing Newport Bay and Bayside Place and would require 9,229 cubic yards less of excavation to accommodate the proposed structure. The first and second floor plans are the same as the other 8-unit alternative previously identified and the required parking would also be reallocated to the first, second, and basement levels of the structure. Although the extra guest parking spaces would be eliminated in this alternative, the design would comply with the City’s off-street parking requirements. Also, the proposed dock design would be the same as the proposed project. For Alternative B, there is no requirement for incorporating the state-of-the art energy features, upgrading of the existing catch basin, or undergrounding of existing power poles and wiring, which are included within the proposed project. The applicant has indicated it would not be able to provide these improvements for Alternative B.

### 10.3.4.1 Land Use and Planning

Implementation of this alternative would require the same amendment to the City’s General Plan as proposed by the applicant for the proposed project. The development intensity of this alternative is the same as the proposed project; the construction of eight (8) multiple-family residential dwelling units on the consolidated property would be consistent with the intensity of development in the project environs, which is characterized by both single- and multiple-family residential dwelling units. This alternative could be designed to be consistent with the goals and objectives of the City’s General Plan and CLUP, in the same fashion as the proposed project. As indicated above, development of the site with 8 multiple-family dwelling units in a similar configuration, albeit without the storage and amenities included in the proposed project, would not extend below the PLOED established by the City Council.

### 10.3.4.2 Traffic Circulation

Potential construction traffic impacts would be similar to the proposed project, although the number of heavy truck trips resulting from the reduction in grading and requirement to export earth materials from the site would be reduced as a result of the reduction of grading associated with these alternatives (i.e., 1,881 and 2,055 heavy truck and cement truck trips versus 2,727 total trips for the proposed project). Nonetheless, the nature and extent of the construction vehicles/traffic would be the same but would occur for a shorter period of time. These potential effects would be addressed through the implementation of a Construction Management Plan with the same restrictions on parking, ingress/egress of vehicles, etc. as the Construction Management Plan proposed in connection with the project. As for long-term impacts, the 8-unit alternatives (with reduced grading as indicated above) would yield the same number of trips (i.e., 47 trips per day) as the proposed project. Off-street parking would comply with the City’s parking code requirements and the number of on-street parking spaces would also be increased as reflected in the proposed project. Similarly, peak hour vehicle trips would also be the same with the implementation of either of these reduced grading alternatives; however, like the proposed project, no potential long-term traffic impacts from this alternative would occur.

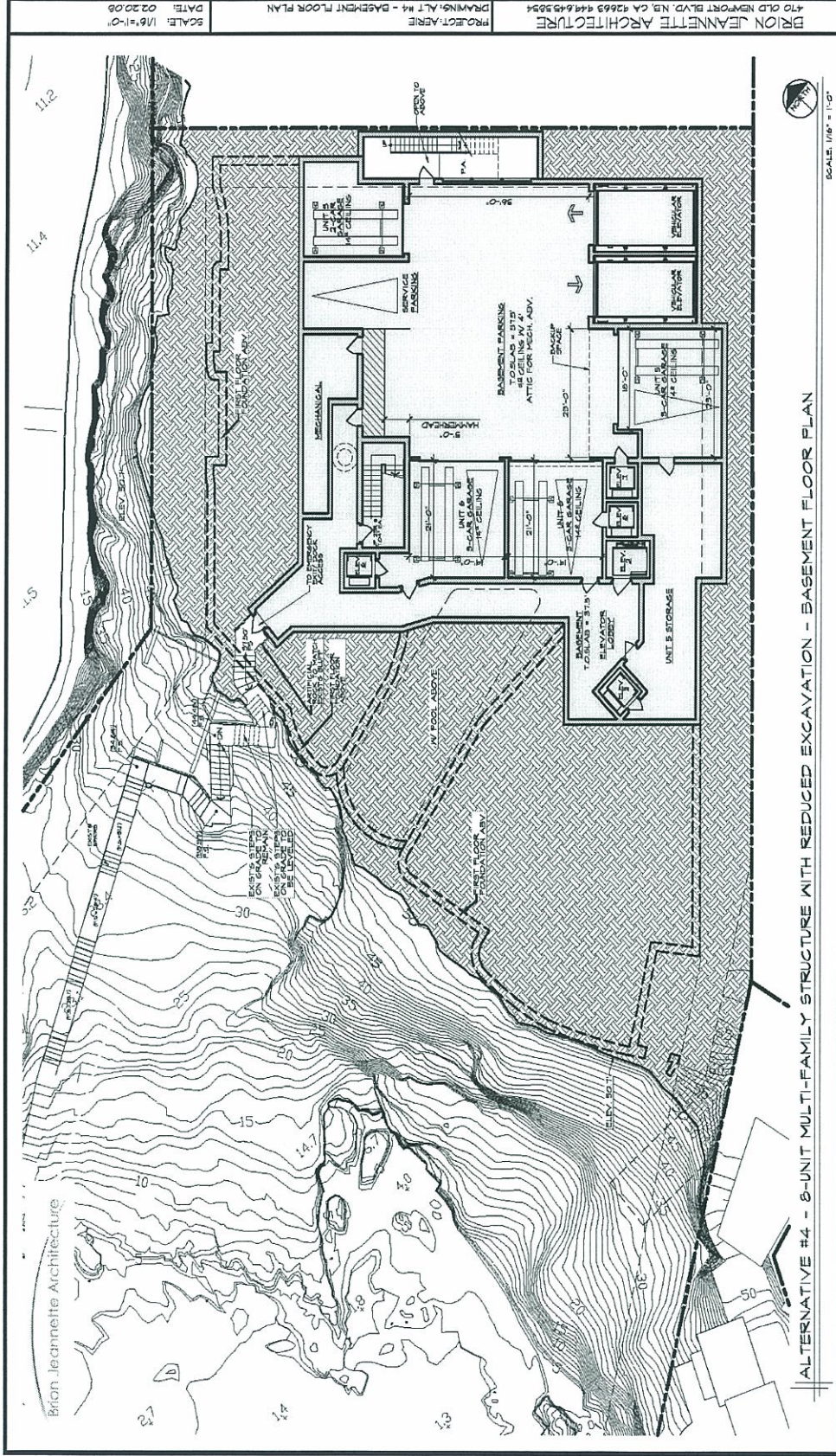


Exhibit 10-7  
Reduced Grading Alternative 3B - 8 MFD Basement Plan

SOURCE: Brion Jeannette Architecture

Draft Environmental Impact Report  
Aerie PA2005-196 - Newport Beach, CA  
March 2009

#### **10.3.4.3 Air Quality**

As with traffic impacts, the potential less than significant air emissions associated with the proposed project during both construction and operation would be reduced commensurate with the reduction in the amount of soil material excavated from the site and transported to the Olinda Alpha Landfill. As indicated in Section 4.3, potential less than significant short-term (construction) and long-term (operational) air emissions estimated for the proposed project would be further reduced by the implementation of either of these reduced grading alternatives that would also yield 8 multiple-family residential dwelling units.

#### **10.3.4.4 Noise**

These reduced grading alternatives (i.e., Alternative A would eliminate the sub-basement level and 1,259 square feet in the basement level and Alternative B would eliminate the sub-basement level and 5,419 square feet in the basement level) would also eliminate several noise-generating components associated with construction, including the elimination of 23 caissons that would not be necessary for structural integrity. In addition, the quantity of earth material excavated and hauled from the site would also be reduced. As a result, these alternatives would require only 27 months to construction Alternative A and 26 months for Alternative B of construction, compared to 32 months for the proposed project. Potential noise impacts for demolition would be the same. Although the noise associated with caisson drilling would be the same for the proposed project, fewer caissons are required and the duration of that noise over the construction phase of the project would be reduced. In addition, noise associated with excavation to the 28-foot elevation would be eliminated with the elimination of the sub-basement level. As indicated above, construction noise levels anticipated as a result of these 8-unit alternatives would be virtually the same as those identified for the proposed project; however, with the elimination of excavation below 40 feet in elevation and 23 caissons, the duration of construction would be reduced by five months for Alternative A and six months for Alternative B, although the duration of the reduction in excessive construction noise would be less. While these alternatives would reduce the duration of construction and, therefore, potential excessive noise, the reduction in noise would constitute a significant reduction in potential construction noise impacts; however it would remain significant even with the incorporation of the mitigation measures prescribed in Section 4.4.

#### **10.3.4.5 Aesthetics**

Because the proposed exterior building design above the basement floor is identical to the proposed project, no potential aesthetic impacts would occur as a result of implementing this alternative. The effect of these 8-unit, reduced grading project design alternatives on aesthetics would be the same as identified and described in Section 4.5 for the proposed project. The view corridor on Ocean Boulevard at the Public View Point identified in the City's General Plan would be expanded and enhanced to provide a wider view. In addition, the view corridor along the northern property line would also be "opened" as a result of the project design and the overhead utilities in the neighborhood on Carnation Avenue would also be undergrounded, resulting in the improvement of the aesthetic character of the neighborhood. Finally, the aesthetic character of the bluff and cove below when viewed from the harbor would not be adversely impacted by the proposed dock facility, which would be the same as the proposed project. As indicated in Section 4.5, views from the harbor would be momentarily interrupted by the proposed dock; however, no significant aesthetic impacts would occur.



#### **10.3.4.6 Drainage and Hydrology**

Similar to the proposed project, the only physical changes to the site plan as a result of these 8-unit alternatives are those occurring below the finished pad elevation (i.e., elimination of two basement levels). Although neither reduced grading alternative would be required to upgrade the existing deficient catch basin near the corner of Carnation Avenue and Ocean Boulevard, the applicant would implement that improvement for Alternative A, which would eliminate the existing catch basin deficiency. These reduced grading design alternatives would also include the same or similar BMPs and features to treat stormwater before it is discharged into the bay.

#### **10.3.4.7 Biological Resources**

The potential effects of these reduced grading alternatives on terrestrial biological resources would be the same as identified for the proposed project, including the removal of introduced, non-native trees, shrubs and ground covers currently existing on the upper portion of the bluff, which could result in impacts to nesting bird species that may reside on the site and the possible adverse effect to one or more sensitive plant species, if found to occupy the site. As a result, the same provisions for construction scheduling and pre-construction sensitive plant species would also be imposed on this project alternative. Similarly, the reconstruction of a 8-slip dock would also result in the same effects within the intertidal area as the proposed project and other alternatives and would, therefore, necessitate the implementation of the measures during the construction phase to ensure that turbidity is minimized and impacts to the marine resources are avoided or reduced to a less than significant level.

#### **10.3.4.8 Public Health and Safety**

Implementation of this alternative would require the demolition of the two residential structures that exist on the subject property. The potential impacts associated with the 8-unit multiple-family residential project with reduced grading would be the same as described in Section 4.8. Therefore, it will be necessary to abate the ACM and LBP in accordance with applicable regulatory requirements.

#### **10.3.4.9 Soils and Geology**

The soils and geologic conditions are suitable to accommodate the development of the site either of the 8-unit multiple-family residential projects that reduce the grading. Similar structural reinforcement would be required to accommodate either design alternative. Potential impacts associated with these reduced grading alternatives would be similar to the proposed project, including those potential effects associated with the construction of the dock with eight slips (i.e., exposure to storm waves). Implementation of this alternative does not significantly reduce or minimize potentially significant impacts associated with soils and geology.

#### **10.3.4.10 Cultural Resources**

Although the amount of grading would be reduced by eliminating all or portions of the two basement levels and the need to excavate as much as 20 feet lower, the potential effects of this project would be the same as those identified in Section 4.10. Although no potentially significant effects would occur to historic and cultural/archaeological resources based on the site and records surveys conducted for the site, grading necessary to accommodate the structural components identified in this alternative would result in similar potential effects on paleontological resources because grading would extend into the Monterey formation, which is capable of producing such resources. Therefore, this alternative would be required to implement the same mitigation measure as prescribed for the proposed project (i.e., preparation of a Paleontological Resource Impact Mitigation Program) to ensure that fossils that may be encountered are adequately addressed.

### Summary of Existing Zoning/Alternative Design

- Ability to Achieve Project Objectives

Implementation of Alternative A will, to some extent, achieve all project objectives. Given the reduced building area with the basement level eliminated and sub-basement level reduced in size, there would be less area to accommodate the mechanical/electrical spaces for the energy-efficient features that go beyond the minimum Title 24 code compliance. The common amenities proposed would be significantly reduced, with the exception of the pool itself, and the private storage areas would be also be reduced in size. The proposed docks would remain the same as that included in the proposed project.

Implementation of Alternative B also achieves, to some degree, most of the project objectives. The ability to incorporate the use of energy-conserving technology would be constrained, as would the inclusion of common amenities (Objective 1). Achievement of Objectives No. 2 and No. 4 is compromised to a degree because, as with Objective 1, the reduced scale of the project will eliminate the requirement to remove the existing power poles. Alternative B has reduced areas available for mechanical/electrical spaces, common amenities and storage areas relative to Alternative A. As with Alternative A, the proposed docks would remain the same as that included in the proposed project.

- Elimination/Reduction of Significant Impacts

With the exception of reducing the duration of construction by five or six months, which would reduce the number of heavy truck trips entering the roadway system and the daily air emissions (both of which were determined to be less than significant), the reduced grading alternatives described above would result in generally similar impacts as those described for the proposed project. Potential construction-related noise impacts would be significantly be reduced but the remaining impact will remain significant.

- Comparative Merits

As indicated above, both of the reduced grading alternatives could achieve a significant reduction in construction-related noise due to the reduced construction duration and some reduction in the degree of other environmental effects (truck traffic and air quality); however, these reductions would not be substantial and would not completely avoid the potentially significant construction-related noise impacts. Furthermore, the reductions in less than significant impacts would cause the elimination of components of the proposed project that are intended to achieve specific project objectives (e.g., provision of energy efficient systems, on-site recreational amenities, etc.). Specifically with respect to Alternative B, the project would not include the high-level of energy-saving technology, remove the existing power poles and overhead wiring, or upgrade the existing catch basin, as would both the proposed project and Alternative A.

## 10.4 Summary of Alternatives and Environmentally Superior Alternative

An EIR is required to identify the “environmentally superior” alternative among those evaluated from the reasonable range of alternatives analyzed. Section 15126.6(e)(2) of the State CEQA Guidelines mandates that in the event “. . . the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.”

As indicated in Table 10-1, the No Project/No Development alternative would avoid the two potentially significant project-related impacts (construction noise and paleontology) identified in Chapter 4.0. The remaining alternatives would reduce to some extent, the degree of traffic and air quality impacts, which were determined to be less than significant for the proposed project. In addition, although the duration of construction noise would be significantly reduced as a result of reduced grading in the 3, 5, and 8-unit alternatives, the construction noise associated with each alternative could not be mitigated and would remain significant and unavoidable. Furthermore, with the possible exception of Alternative 3A, the other alternatives would not result in the benefits derived from project implementation (e.g., underground overhead power poles creating an improved aesthetic character on Carnation Avenue and upsizing of the existing deficient catch basin). Finally, all or portions of several project objectives would not be realized, including state-of-the-art energy saving conservation features and the provision of recreation amenities. Based on the potential environmental effects and the ability to meet the project objectives, existing Zoning/8-Unit Multiple Family Alternative A is considered the “environmentally superior” alternative of the alternatives considered as a result of improvements that ameliorate existing undesirable environmental conditions (e.g., provision of adequate capacity in the existing deficient storm drain, removal of the unsightly overhead utility poles, etc.). Although Alternative B further reduces grading and, to some degree, the duration of construction noise, the potential impact would remain significant and unavoidable as with all of the alternatives and project objectives would not be achieved to the same degree as compared to Alternative A. Furthermore, none of the improvements to drainage, aesthetics and/or energy conservation systems would be included in the single-family (i.e., 3 dwelling units), or 5-unit and 8-unit Alternative B design alternatives; thus, the environmental benefits would not accrue to those alternatives.

**Table 10-1  
Summary of Project Alternatives**

Alternative	Reduced Project Effects	Significant Impacts Avoided or Substantially Reduced	Other Effects	Environmentally Superior?	Meets Project Objectives <sup>1</sup>
No Project/No Development	Traffic <sup>2</sup> Air Quality <sup>2</sup>	Noise <sup>3</sup> Paleontology <sup>3</sup>	4,5	Yes	None
Reduced Intensity 3 Single Family Units	Traffic <sup>2,6</sup> Air Quality <sup>2,6</sup>	None	Noise Drainage/Hydrology <sup>7</sup> Aesthetics <sup>8</sup>	No	1, 2, 3, and 7 (Partial)
Reduced Intensity 5 Multiple Family Units Reduced Grading	Traffic <sup>2,6</sup> Air Quality <sup>2,6</sup> Noise <sup>9</sup>	None	Drainage/Hydrology <sup>7</sup> Aesthetics <sup>8</sup>	No <sup>9</sup>	5,7, and 8 (Partial)
Existing Zoning 8 Multiple Family Units Reduced Grading – Alternative A	Traffic <sup>2,6</sup> Air Quality <sup>2,6</sup> Noise <sup>9</sup>	None	Drainage/Hydrology <sup>7</sup> Aesthetics <sup>8</sup>	Yes	All (Partial)
Existing Zoning 8 Multiple Family Units Reduced Grading – Alternative B	Traffic <sup>2,6</sup> Air Quality <sup>2,6</sup> Noise <sup>9</sup>	None	Drainage/Hydrology <sup>7</sup> Aesthetics <sup>8</sup>	No	All (Partial)

<sup>1</sup>Numbers refer to Project Objectives identified in Section 10.5.  
<sup>2</sup>During the construction phase.  
<sup>3</sup>Substantially reduces or eliminates a significant unavoidable adverse impact.  
<sup>4</sup>Does not achieve City goals and objectives and/or inconsistent with adopted land use policies.  
<sup>5</sup>Does not result in improved surface water quality and continuation of catch basin deficiency in Carnation Avenue/Ocean Boulevard.  
<sup>6</sup>Project effects less than significant; reduced project effects is the result of reduced grading required for the alternatives.  
<sup>7</sup>Does not upgrade existing deficient catch basin.  
<sup>8</sup>Does not underground existing power poles and wiring.  
<sup>9</sup>Duration of construction phase reduced; however, alternative will not significantly reduce construction noise levels.