

## 4.3 AESTHETICS

This section provides a discussion of the existing visual and aesthetic resources on site and in the surrounding area as well as an analysis of potential impacts from implementation of the proposed project. Photographs and visual simulations of the study area are included in this section for the purposes of evaluating the existing settings and developing an informed assessment of the potential impacts of the proposed project on visual and aesthetic resources. The information presented in this section is based on field reconnaissance, review of the project site and aerial photographs, and computer-generated visual simulations prepared for the project.

### Scoping Process

The Initial Study/Notice of Preparation (IS/NOP) prepared for the proposed project identified potential impacts related to scenic vistas, scenic resources, visual character of the site and in the context of surrounding uses, and from sources of light and glare. Seventeen comment letters associated with aesthetics were received in response to the IS/NOP circulated for the proposed project. The Environmental Quality Affairs Citizens Advisory Committee (EQAC) recommended the Environmental Impact Report (EIR) address the potential for project impacts to scenic vistas and Coastal View Roads and impacts from new sources of light and glare. Sixteen residents of the City recommended all project features be analyzed in the EIR regarding the potential impact on the existing visual character of the project site, effects on scenic vistas, effects on existing on-site views, and from new sources of light and glare.

The IS/NOP comments can be found in Appendix A of this EIR. The recommendations and concerns raised during the scoping process related to scenic vistas, scenic resources, existing visual character, and sources of light and glare are addressed in this EIR section.

### 4.3.1 Methodology

The concepts and terminology that are used in this analysis are described below.

- **Aesthetic Resource:** An aesthetic resource is any element, or group of elements, that embodies a sense of beauty. A city's aesthetic resources includes its natural setting, the architectural quality of its buildings, the vitality of its landscaping, the spatial relationships they create, and the views afforded by each. The degree to which these resources are present in a community is clearly subject to personal and cultural interpretation. However, it is possible to qualify certain resources as having aesthetic characteristics and establish general guidelines for assessing the aesthetic impacts of new development.
- **Glare:** A continuous or periodic intense light that may cause eye discomfort or be blinding to humans.
- **Light Source:** A device that produces illumination, including incandescent bulbs, fluorescent and neon tubes, halogen and other vapor lamps, and reflecting surfaces or refractors incorporated into a lighting fixture. Any translucent enclosure of a light source is considered to be part of the light source.

- **Scenic Resource:** An element that contributes to the area's scenic value and includes landform, vegetation, water, or adjacent scenery and may include a cultural modification to the natural environment.
- **Scenic Vista:** A scenic vista is the view of an area that is visually or aesthetically pleasing from a certain vantage point. It is usually viewed from some distance away. Aesthetic components of a scenic vista include (1) scenic quality, (2) sensitivity level, and (3) view access. A scenic vista can be impacted in two ways. A development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or "vista" of the scenic resource. Important factors in determining whether a proposed project will block views include its height, mass, and location relative to surrounding land uses and travel corridors.
- **Vantage Point:** A particular point of observation.
- **Viewer Sensitivity:** Viewer sensitivity is defined by visibility of resources in the landscape; proximity of viewers to the visual resources; elevation of viewers relative to the visual resource; frequency and duration of views; number of views; and types and expectations of individuals and viewer groups.
- **Viewshed:** The surface area that is visible from a given vantage point or series of vantage points. It is also the area from which that vantage point or series of vantage points may be seen. The viewshed aids in identifying the views that could be affected by the proposed action.
- **Visual Character and Quality:** The visual aesthetic character or quality of a streetscape, building, group of buildings, or other humanmade or natural feature that create an overall impression of an area within an urban context. As examples, a scenic vista along the boundary of a community, a pleasing streetscape with trees, and well-kept residences and yards are scenic resources that create a pleasing impression of an area. In general, concepts of visual character and quality can be organized around four basic elements: (1) site utilization, (2) buildings and structures, (3) landscaping and, (4) signage.

This section assesses the aesthetic compatibility of the proposed project with the surrounding area and potential impacts to any public views that may exist in the project vicinity. The assessment of aesthetic impacts is subjective by nature. This analysis attempts to identify and objectively examine factors that contribute to the perception of aesthetic impacts. Potential aesthetic impacts of the proposed project can be evaluated by considering such factors as the scale, mass, proportion, orientation, landscaping, setbacks, and construction materials associated with the design of the proposed project. The City has not adopted defined standards or methodologies for the assessment of aesthetic impacts. Edge conditions and viewshed alterations are considered in the context of these factors to the extent such information is known. The aesthetic compatibility of the proposed project with the surrounding area and potential impacts to sensitive viewers are examined. Sensitive viewers are generally those associated with designated vantage points and public recreational uses. Views evaluated from private property are not considered to be protected views under the General Plan polices or Zoning Ordinance. Neither State nor local law protects private views from private lands and the rights of one landowner cannot prevail over the rights of another landowner, except in accordance with uniformly applied standards and policies as expressed in the City's General Plan and Zoning Ordinance.

Potential impacts of the proposed project on area viewsheds are analyzed by judging project impacts to three viewing distance zones, as explained below.

- **Foreground Views.** These views include elements that are seen at a close distance and that dominate the entire view. These vantage points are generally 500 feet (ft) or less from the project site, depending on the scale of the project, surrounding topography, and other prominent physical features in the project vicinity.
- **Middleground Views.** These views include elements that are seen at a moderate distance and that partially dominate the view. These vantage points are generally located between 500 ft and 1 mile from the project site.
- **Background Views.** These views include elements that are seen at a long distance and typically comprise horizon-line views that are part of the overall visual composition of the area. These vantage points are generally farther than 1 mile from the project site.

**Visual Simulations.** Photographic images and simulations are a valuable tool for understanding and disclosing the projected visual effects of the proposed project. Although photographs and visual simulations cannot convey the same level of visual acuity and sensitivity to detail as the human eye, they are the best available tools to convey likely visual changes to a locale.

Visual simulations were prepared in order to study and communicate the potential visual changes associated with the proposed project. Photographs of existing aesthetic conditions and postproject visual simulations were prepared for Views 1–9, discussed in Sections 4.3.2 and 4.3.5, to provide a representation of the overall project site character as visible from a variety of public vantage points. Photographic images of the site in its existing state are provided along with visual simulations of the proposed project after implementation. Landscape improvements are also shown in postimplementation simulations to represent the project at full landscape maturity.

**On-site Viewshed Analysis.** A viewshed is an area of land, water, or other environmental element that is visible to the human eye from a fixed vantage point. A viewshed analysis was conducted using the ArcGIS viewshed analysis tool, a computerized model that shows areas that are visible from a vantage point. Viewshed analysis considers an area (viewshed) in a 360-degree circle from a specific vantage point. In addition, while no designated trails or vantage points exist onsite, members of the public access the site to enjoy the ocean views visible from areas of elevated terrain. Therefore, scenic vistas are analyzed in two ways for the proposed project: (1) ocean and harbor views from adjacent public roads and sidewalks, and (2) on-site views of the ocean and harbor.

The existing on-site viewshed analysis is based upon the existing mapped topography. The analysis of the proposed project uses postgrading topography and projected elevations. The vantage points for each viewshed analysis are approximately 5–6 ft in height above the ground surface, representing a line of sight from a person's eye level, and the area that can be seen from each vantage point is shown in color for the existing and proposed conditions. Existing vegetation, trees, buildings, and other obstructions were included in this analysis to the extent that they act as visual barriers. Viewshed analysis for the existing and proposed conditions is discussed in further detail in Section 4.3.5.

## 4.3.2 Existing Environmental Setting

### Proposed Project Site.

**Visual Character.** The proposed project site is currently vacant, with the exception of the existing Newport Beach Central Library (Library) on the southern parcel, as described earlier in this EIR. Existing on-site vegetation consists of coastal sage scrub and ruderal grassland, with ornamental landscaping around the perimeter of the site. In addition, the central parcel has two drainage courses composed primarily of freshwater marsh, mulefat scrub, and riparian willow scrub. While the northern portion of the central parcel is designated for open space, there are no existing park or recreation resources on site. Members of the public may walk across the site to access existing views of the ocean and harbor; however, there are no City-designated viewpoints or recreation trails on site. Portions of MacArthur Boulevard and Avocado Avenue that are adjacent to the proposed project site are City-designated Coastal View Roads, and San Miguel Drive from San Joaquin Hills Road to MacArthur Boulevard is also designated as a public view corridor.<sup>1</sup> The General Plan identifies certain goals and policies to protect the public views from these roadways,<sup>2</sup> and the views from these roadways are analyzed in this EIR section.

The visual setting of the proposed project site is characterized by a variety of commercial, retail, and public facilities. The Orange County Transportation Authority (OCTA) owns and operates the Newport Transportation Center, a bus transfer station, located immediately north of the project site. South of the project site (south of the existing Central Library) is a commercial retail center. Avocado Avenue forms the western boundary of the site with a variety of commercial and medical office buildings beyond. Newport Center and Fashion Island are located farther to the west. MacArthur Boulevard forms the eastern boundary of the site, with residential uses beyond the roadway. See Section 4.1, Land Use and Planning, of this EIR for additional details regarding adjacent and nearby land uses that contributed to the developed character of the setting in which the site is located. Figure 4.1.1 in Section 4.1, Land Use and Planning, is an aerial photograph showing the existing conditions of the proposed project site and surrounding land uses.

**Topography.** As discussed in further detail in Section 4.7, Geology and Soils, of this EIR, the City is located in an area of widely diverse terrain at the southern margin of the Los Angeles Basin. The proposed project site is on the northwestern flank of the northern San Joaquin Hills, which lie within the northern part of the Peninsular Ranges geomorphic province and extend 900 mi southward from the Santa Monica Mountains to the tip of Baja California. The proposed project site elevations range from approximately 130 to 210 ft above mean sea level (amsl) south of San Miguel Drive and approximately 210 to 250 ft amsl north of San Miguel Drive.

**Vantage Point Descriptions.** The following discussion describes several key views of the proposed project site from adjacent public roads and sidewalks. Photographs were taken to analyze the various views that currently exist and that would potentially be affected by the proposed project. A photograph location key map (Figure 4.3.1) indicates the vantage point from which each key view photograph was taken and the representative view from that location.

<sup>1</sup> City of Newport Beach General Plan, Figure NR-3, Coastal Views.

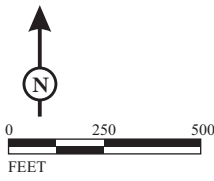
<sup>2</sup> City of Newport Beach General Plan, Policy NR 20.3.





FIGURE 4.3.1

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Figures 4.3.2–4.3.10 contain these key view photographs, as referenced in the following discussion and are provided following the description of each vantage point.

- **View 1: View from San Nicolas Drive and Avocado Avenue.** Figure 4.3.2, View 1, shows a view of the northwestern corner of the proposed project site at the intersection of San Nicolas Drive and Avocado Avenue, adjacent to the Newport Transportation Center, facing south. This vantage point was selected because it represents the view of the proposed project site for motorists along San Nicolas Drive and Avocado Avenue (northern boundary of the project site) and because of concerns related to the proposed landscaping (i.e., trees and shrubs) and the possibility that such landscaping may impact existing ocean views from the public roadways.
- **View 2: View from San Miguel Drive and Avocado Avenue.** Figure 4.3.3, View 2, shows a view of the proposed project site facing south, from the intersection of San Miguel Drive and Avocado Avenue. This vantage point was selected because it represents the view of the proposed project site for motorists along San Miguel Drive and Avocado Avenue where ocean views currently exist and where an elevated bridge structure is proposed as a pedestrian crossing to connect the northern and central parcels of the proposed project site.
- **View 3: View from San Miguel Drive and MacArthur Boulevard.** Figure 4.3.4, View 3, shows a view of the proposed project site facing west, from the intersection of San Miguel Drive and MacArthur Boulevard. This vantage point was selected because it represents a view of the proposed project site and the current ocean views for motorists along MacArthur Boulevard and San Miguel Drive. As mentioned earlier in this section, MacArthur Boulevard is a City-designated Coastal View Road; and from San Joaquin Hills Road to MacArthur Boulevard, San Miguel Drive is designated as a public view corridor.
- **View 4: View from Southbound MacArthur Boulevard.** Figure 4.3.5, View 4, shows a view of the proposed project site facing southwest, from southbound MacArthur Boulevard. This vantage point was selected because it represents a view of the proposed project site and the current ocean views for motorists along MacArthur Boulevard. In addition, members of the public have raised concerns about the protection of this public view westward across the project site and toward the ocean. As mentioned earlier in this section, MacArthur Boulevard is a City-designated Coastal View Road.
- **View 5: View from Farallon Drive and Avocado Avenue.** Figure 4.3.6, View 5, shows a view of the proposed project site facing southeast, from the intersection of Farallon Drive and Avocado Avenue. This vantage point was selected because it is the proposed location of the driveway entrance to the proposed Civic Center and primary access to the parking structure.
- **View 6: View from Northbound MacArthur Boulevard.** Figure 4.3.7, View 6, shows a view of the proposed project site facing west, along northbound MacArthur Boulevard. This vantage point was selected because it represents a view from a public sidewalk at the corner of Crown Drive and Sea Lane located east of MacArthur Boulevard, facing west, and the existing views of the proposed project site and ocean visible from this public sidewalk area.
- **View 7: View from Avocado Avenue.** Figure 4.3.8, View 7, shows a view of the proposed project site facing northeast, along Avocado Avenue. This vantage point was selected because it represents a view of the proposed project site from the southern terminus of the

central parcel along Avocado Avenue and where a large portion of the proposed City Hall administration building and Council Chambers would be visible from a public roadway.

- **View 8: View from Northbound MacArthur Boulevard near Harbor View Drive.** Figure 4.3.9, View 8, shows a view of the proposed project site facing north, along MacArthur Boulevard near Harbor View Drive. This vantage point was selected because it represents the view of the proposed project site from the southern terminus of the project site along MacArthur Boulevard.
- **View 9: View from Southbound MacArthur Boulevard.** Figure 4.3.10, View 9, shows a view of the proposed project site, facing southwest along southbound MacArthur Boulevard. This vantage point was selected because it represents the view of the proposed project site and Pacific Ocean for passing motorists along MacArthur Boulevard and because of concerns related to the proposed forest of trees and the possibility that such landscaping may impact existing ocean views from MacArthur Boulevard.

**Existing City Hall Site.** The existing City Hall site is located at 3300 Newport Boulevard, on the corner of Newport Boulevard and 32nd Street. The existing City Hall site is comprised of 47,809 gross square feet (gsf) of floor area in five buildings and five temporary buildings (trailers); approximately 3,417 sf are occupied by the Fire Station No. 2, which would remain after project implementation. There are approximately 160 parking spaces on site, excluding metered parking on 32nd Street and parking spaces allocated to the Fire Station. The buildings on site were constructed at various times between 1945 (City Hall) and 2008 (Human Resource recruitment trailer).

The existing City Hall site is surrounded by a variety of office and retail uses located north of the existing City Hall Site. Retail and residential uses are located west of the existing City Hall site. A church structure and office is located east of the existing City Hall site, and retail and mixed-use development are located to the south. No structural or architectural changes to the existing City Hall are proposed.

### 4.3.3 Regulatory Setting

**Federal Policies and Regulations.** No federal policies or regulations pertaining to aesthetics are applicable to the proposed project.

**State Policies and Regulations.** No State policies or regulations pertaining to aesthetics are applicable to the proposed project.



Existing View



Proposed View

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FIGURE 4.3.2

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Existing View



Proposed View

LSA

FIGURE 4.3.3

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Existing View



Proposed View

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FIGURE 4.3.4

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Existing View



Proposed View

LSA

FIGURE 4.3.5

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Existing View



Proposed View

LSA

FIGURE 4.3.6

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Existing View



Proposed View

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FIGURE 4.3.7

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Existing View



Proposed View

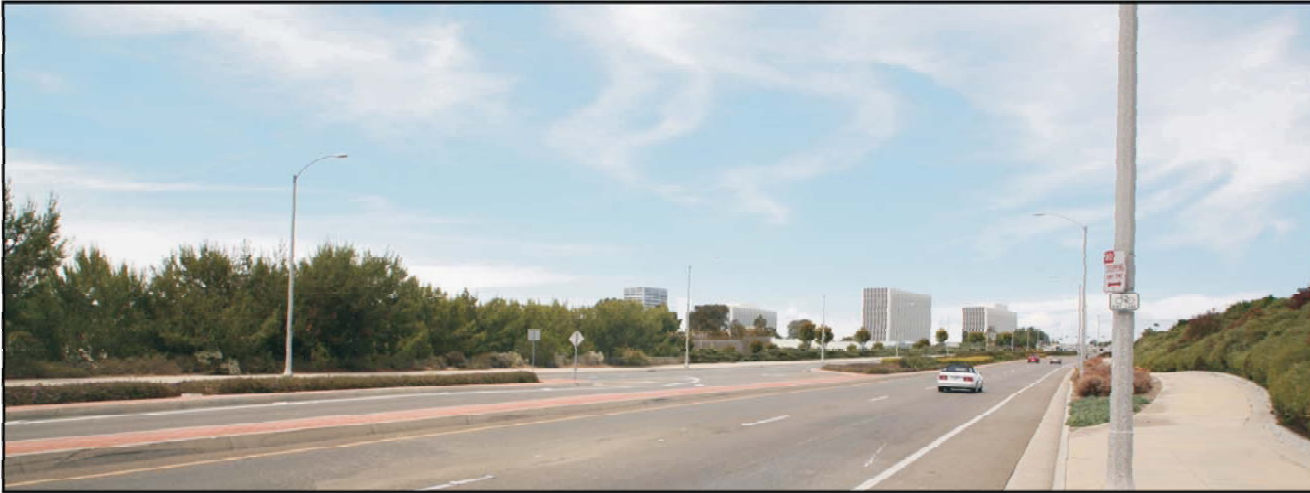
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FIGURE 4.3.8

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Existing View



Proposed View

LSA

FIGURE 4.3.9

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Existing View



Proposed View

LSA

FIGURE 4.3.10

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## Local Policies and Regulations.

**City of Newport Beach General Plan.** Visual resources are addressed in both the Land Use and Natural Resources Elements of the City's General Plan. The General Plan acknowledges the unique physical setting of the City, which offers views of the rolling green hills, Crystal Cove State Park, ocean and bay open waters, sandy beaches, rocky shore, wetlands, canyons, and coastal bluffs. The City has historically been sensitive to the need to protect and provide access to public scenic resources and has developed a system of public parks, piers, trails, and viewing areas. The City's development standards, including bulk and height limits, have helped preserve public scenic views and regulate the physical height and mass of structures.

The following goals and policies of the General Plan Land Use and Natural Resources Elements apply to the proposed project:

### **Land Use Element – Goal LU 1: Role and Character of Newport Beach**

- **LU 1.6 Public Views.** Protect and, where feasible, enhance significant scenic and visual resources that include open space, mountains, canyons, ridges, ocean, and harbor from public vantage points.

### **Land Use Element - Goal LU 6.1: Public Uses and Institutional Uses and Districts**

- **LU 6.1.3 Architecture and Planning that Complements Adjoining Uses.** Ensure that the City's public buildings, sites, and infrastructure are designed to be compatible in scale, mass, character, and architecture with the district or neighborhood in which they are located, following the design and development policies for private uses specified by this Plan. Design impacts on adjoining uses shall be carefully considered in development, addressing such issues as lighting spillover, noise, hours of operation, parking, local traffic impacts, and privacy.

### **Land Use Element - Goal LU 5.2: Commercial Districts**

- **LU 5.2.1 Architecture and Site Design.** Require that new development within existing commercial districts centers and corridors complement existing uses and exhibit a high level of architectural and site design in consideration of the following principles:
  - Seamless connections and transitions with existing buildings, except where developed as a free-standing building
  - Modulation of building masses, elevations, and rooflines to promote visual interest
  - Architectural treatment of all building elevations, including ancillary facilities such as storage, truck loading and unloading, and trash enclosures
  - Treatment of the ground floor of buildings to promote pedestrian activity by avoiding long, continuous blank walls, incorporating extensive glazing for transparency, and modulating and articulating elevations to promote visual interest
  - Clear identification of storefront entries
  - Incorporation of signage that is integrated with the buildings' architectural character

- Architectural treatment of parking structures consistent with commercial buildings, including the incorporation of retail in the ground floors where the parking structure faces a public street or pedestrian way
- Extensive on-site landscaping, including mature vegetation to provide a tree canopy to provide shade for customers
- Incorporation of plazas and expanded sidewalks to accommodate pedestrian, outdoor dining, and other activities
- Clearly delineated pedestrian connections between business areas, parking, and to adjoining neighborhoods and districts (paving treatment, landscape, way finding signage, and so on)
- Integration of building design and site planning elements that reduce the consumption of water, energy, and other nonrenewable resources

**Land Use Element – Goal LU 5.6: Neighborhoods, Districts, and Corridors**

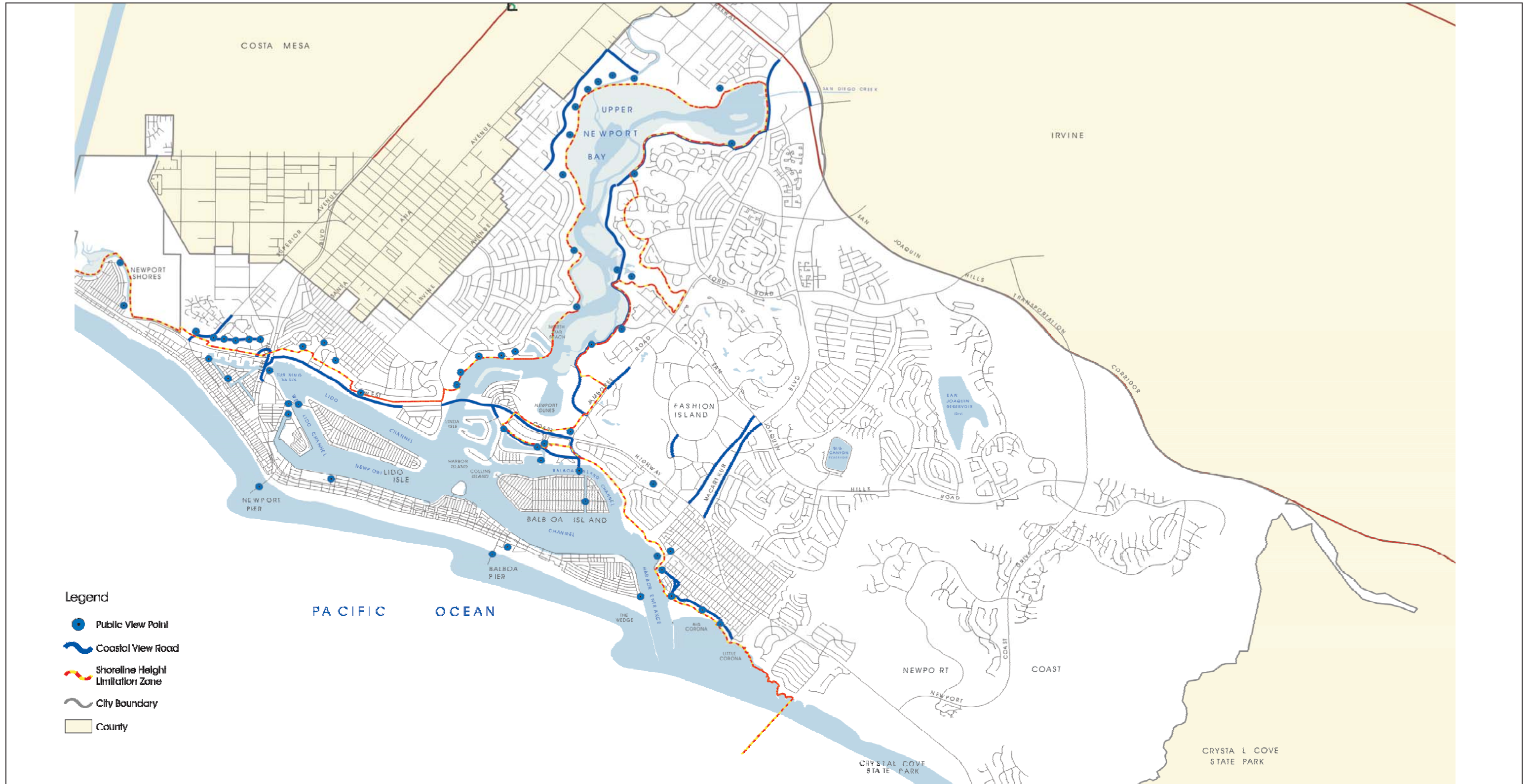
- **LU 5.6.3 Ambient Lighting.** Require that outdoor lighting be located and designed to prevent spillover onto adjoining properties or significantly increase the overall ambient illumination of their location.

**Natural Resource Element - Goal NR 20: Preservation of Significant Visual Resources**

- **NR 20.1 Enhancement of Significant Resources.** Protect and, where feasible, enhance significant scenic and visual resources that include open space, mountains, canyons, ridges, ocean, and harbor from public vantage points, as shown in Figure NR3. (General Plan Figure NR3, Coastal Views, has been reproduced in this section as Figure 4.3.11, General Plan–Designated Coastal Views)
- **NR 20.2 New Development Requirements.** Require new development to restore and enhance the visual quality in visually degraded areas, where feasible, and provide view easements or corridors designed to protect public views or to restore public views in developed areas, where appropriate.
- **NR 20.3 Public Views.** Protect and enhance public view corridors from the following roadway segments<sup>1</sup>:
  - Avocado Avenue from San Joaquin Hills Road to Coast Highway
  - MacArthur Boulevard from San Joaquin Hills Road to Coast Highway
  - San Miguel Drive from San Joaquin Hills Road to MacArthur Boulevard
- **NR 20.4 Public View Corridor Landscaping.** Design and site new development, including landscaping, on the edges of public view corridors, including those down public streets, to frame, accent, and minimize impacts to public views.

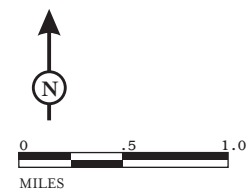
<sup>1</sup> Only public view corridors in the vicinity of the proposed project site are listed. Refer to the City’s Natural Resource Element and Figure NR3 for a complete listing of protected public views.





- Legend**
- Public View Point
  - Coastal View Road
  - ▭ Shoreline Height Limitation Zone
  - - - City Boundary
  - ▭ County

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SOURCE: City of Newport Beach

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FIGURE 4.3.11

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- **NR 20.5 Public View Corridor Amenities.** Provide public trails, recreation areas, and viewing areas adjacent to public view corridors, where feasible.

Goals NR 21 through NR 23 also apply to minimizing the visual impact of signs and utilities, maintaining an intensity of development consistent with the City's character, and assuring that development respects natural landforms such as coastal bluffs.

**City of Newport Beach Zoning Code.** The proposed project is located within the Newport Village Planned Community (PC-27) Zoning District. Section II.13 of the Newport Village Planned Community (PC-27) Development Plan establishes a maximum height limitation for all buildings within PC-27 to 45 ft, measured in accordance with the Newport Beach Municipal Code, except that no building shall extend higher than the extension of the plane ("Sight Plane") established by Ordinance No. 1596 for the Corporate Plaza PC. The Corporate Plaza PC was adopted in 1975 and limited heights of buildings to an extension of a Sight Plane that was originally established under Ordinance No. 1371. When the Newport Village PC was amended in 1995, heights of buildings were limited to a further extension of the Sight Plane over the PC, up to the southerly right-of-way of Farallon Drive. Refer to Figure 4.3.13 later in this section for an illustration of the Sight Plane height restrictions (in feet amsl) applicable to the project site and adjacent Planned Community areas.

#### 4.3.4 Impact Significance Criteria

The thresholds for aesthetic impacts used in this analysis are consistent with Appendix G of the State CEQA Guidelines. The effects of the project on aesthetics are considered to be significant if the proposed project would:

- Threshold 4.3.1:** Have a substantial adverse effect on a scenic vista
- Threshold 4.3.2:** Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
- Threshold 4.3.3:** Substantially degrade the existing visual character or quality of the site and its surroundings
- Threshold 4.3.4:** Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

#### 4.3.5 Project Impacts

**Threshold 4.3.1:** **Would the project have a substantial adverse effect on a scenic vista?**

**OR**

**Threshold 4.3.2:** **Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**Less than Significant.** The Natural Resources Element of the City's General Plan has designated portions of Avocado Avenue and MacArthur Boulevard adjacent to the proposed project site as Coastal View Roads requiring view protection. In addition, San Miguel Drive from San Joaquin Hills Road to MacArthur Boulevard has been designated as a Public View Corridor. The project site is visible from all three of these roadways; therefore, the proposed project site is considered to be within a portion of a public scenic vista from these roadways. Coast Highway is not a State-designated Scenic Highway in the vicinity of the proposed project site,<sup>1</sup> and there are no City-designated scenic resources (i.e. trees, rock outcroppings, etc.) on site. While no designated trails or vantage points exist on-site, members of the public access the site to enjoy the ocean views visible from areas of elevated terrain. Therefore, scenic vistas are analyzed in two ways for the proposed project: (1) ocean and harbor views from adjacent public roads and sidewalks, and (2) on-site views of the ocean and harbor.

Implementation of the proposed project would result in the development of an existing vacant site with urban uses. The northern parcel would be converted from undeveloped open space to a passive park, and the central parcel would be developed with additional passive park uses (e.g., walking, trails, vantage points, picnic tables) and the Civic Center. The proposed City Hall administration building, community room, Council Chambers, and parking structure would be developed at the southern end of the central parcel. The existing Library would be expanded into the central parcel and a secondary access to the proposed parking structure would be provided. Refer to Chapter 3.0, Project Description, of this EIR for additional details regarding the proposed buildings and site design.

Implementation of these project features would not adversely impact (e.g., block or inhibit) views of the ocean or harbor from nearby roads and sidewalks, including adjacent City designated Coastal View Roads and Public View Corridors (Avocado Avenue, MacArthur Boulevard, and San Miguel Drive), as depicted in the visual simulations provided earlier in this section for Views 3, 4, 5, and 9 (Figures 4.3.3–4.3.5 and 4.3.10). The project would also be sensitive to existing views in that project grading would substantially lower the topography of portions of the site (as shown in Figures 4.3.5 and 4.3.7, Views 4 and 6) so that the proposed buildings do not obstruct views. In addition, proposed landscaping on-site and along the roadway frontages would serve to frame the view corridor and block views of proposed development.

In addition, the proposed project includes construction of two vantage points on site: (1) the belvedere on the northern parcel, and (2) the high point adjacent to MacArthur Boulevard on the central parcel.<sup>2</sup> Refer to Figure 3.4 for the locations of both vantage points. Figures 4.3.12a–4.3.12d provide the location of these two vantage points, as well as the existing and proposed viewshed of each. By definition, a viewshed is a location visible from a particular point of observation (i.e. vantage point), and the end product of the viewshed analysis is a viewshed map depicting all areas that can be seen from the vantage point. Figures 4.3.12a and 4.3.12c illustrate the existing conditions of the two viewsheds while Figures 4.3.12b and 4.3.12d show the proposed conditions. As illustrated in these figures, there are several additional areas of the City and harbor that would be visible from the proposed on-site vantage points, postproject implementation due to the slight increases in height afforded by the proposed vantage points.

<sup>1</sup> California Department of Transportation Web site: <http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm>.

<sup>2</sup> The Project Description (Chapter 3.0 of this EIR) and Figure 3.4 identify these points as “lookout,” and “high point;” however, for purposes of this visual analysis and consistency within the section, the points are referred to as vantage points.



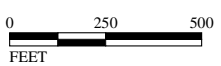


FIGURE 4.3.12a

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LEGEND

- Project Boundary
- Belvedere Observation Location
- Visible from Belvedere



SOURCE: City of Newport Beach (2/06, 1/09); TBM (2008)

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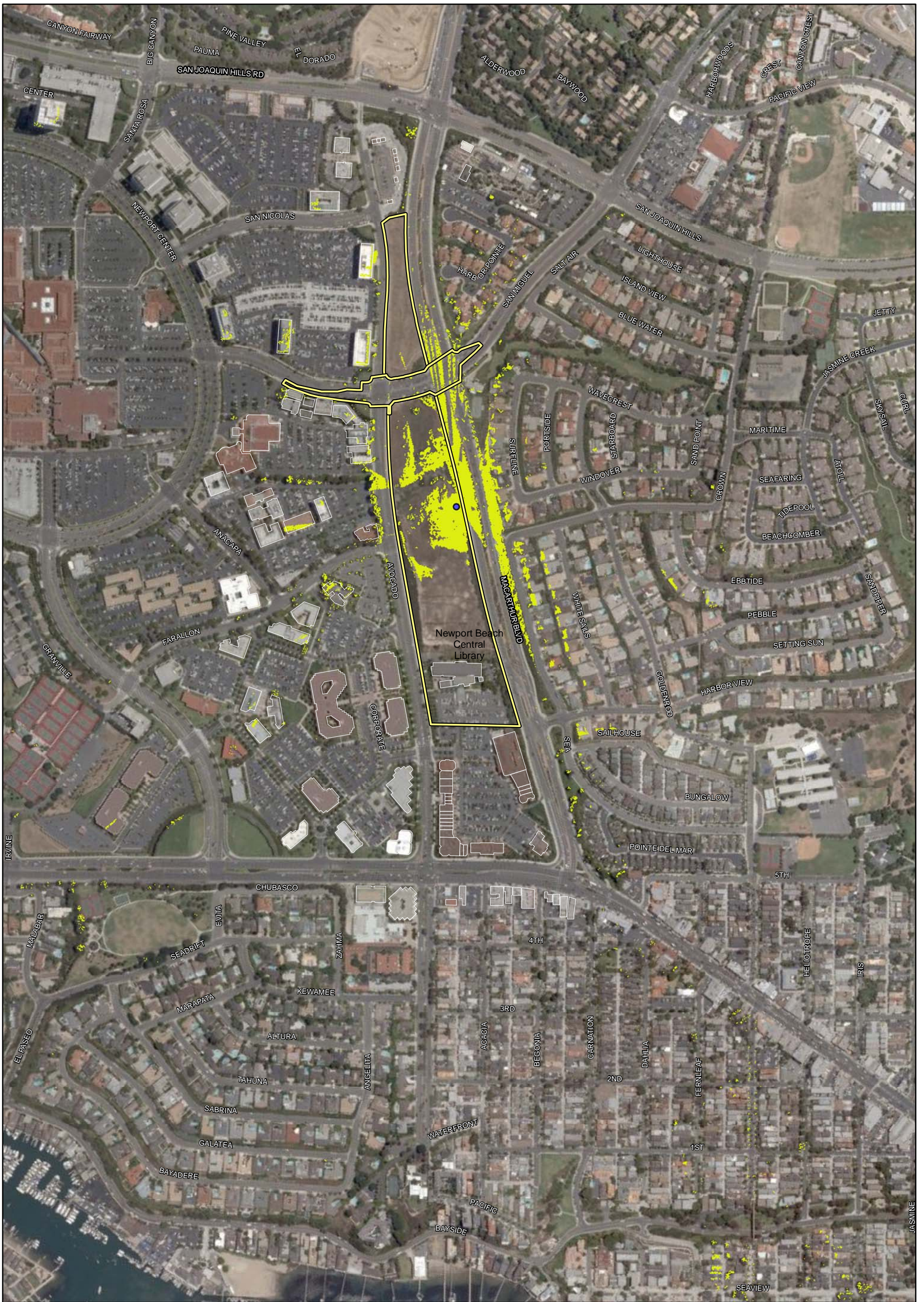
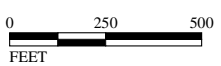


FIGURE 4.3.12b

LSA

LEGEND

- Project Boundary
- High Point Observation Location
- Visible from High Point



SOURCE: City of Newport Beach (2/06, 1/09); TBM (2008)

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




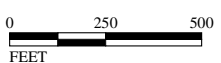


FIGURE 4.3.12c

LSA

LEGEND

-  Project Boundary
-  Belvedere Observation Location
-  Visible from Belvedere



SOURCE: City of Newport Beach (2/06, 1/09); TBM (2008)

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




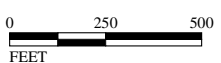


FIGURE 4.3.12d

LSA

LEGEND

-  Project Boundary
-  High Point Observation Location
-  Visible from High Point



SOURCE: City of Newport Beach (2/06, 1/09); TBM (2008)  
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Also, as discussed in Section 4.3.3, the Newport Village PC limits height of buildings to 45 ft in accordance with the Newport Beach Municipal Code, except that no buildings shall extend higher than the extension of the Sight Plane (see Figure 4.3.13). The proposed City Hall administration building, community room, Council Chambers, parking structure, and existing and expanded Library, would all located be within the area regulated by the Sight Plane. Figure 4.3.14a depicts the western elevation of the proposed City Hall administration building, community room, the broad wave roof, Council Chamber sail and parking structure, as compared to the height of the Sight Plane. Figure 4.3.14b depicts the proposed western elevation of the existing and expanded Library. As shown in the figures, these proposed structures would be below the Sight Plane. However, as shown in Figure 4.3.14a while the three-story parking structure would be below the Sight Plane, the elevator shaft at the southern end of the structure extends slightly into the Sight Plane. This height exceedance would be minimal, approximately 4 ft 9 inches and 5 ft 2 inches on the north and south sides of southern elevator shaft, respectively, therefore the overall scale of this exceedance relative to the view corridor is minimal and would not preclude, substantially impair, or inhibit existing ocean views. Therefore, the proposed project would not result in adverse impacts to the existing scenic vista.

While implementation of the proposed project would modify the views to and from the project site by developing the proposed park and constructing the Civic Center Complex, the proposed project would not result in adverse effects on ocean or harbor views from the proposed on-site vantage points and adjacent roadways and sidewalks. Motorists along Avocado Avenue, MacArthur Boulevard, and San Miguel Drive (the City-designated Coastal View Roads and Public View Corridors) would maintain scenic views of the Pacific Ocean, harbor, and Santa Catalina Island with implementation of the proposed project. Therefore, potential impacts of the proposed project on scenic vistas, scenic resources, and views to and from the City-designated Coastal View Roads are less than significant, and no mitigation is required.

**Threshold 4.3.3: Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**

**Less than Significant.** The proposed project would alter the existing visual character and quality of the site. The following is a discussion of the visual changes to the existing visual quality and character, as well as the visual change that would occur at the identified public vantage points.

**Overall Visual Character or Quality.** The proposed project would alter the existing visual character of the site. A discussion of the visual changes proposed on site for each parcel (northern, central, and southern) follows.

- **Northern Parcel.** The northern parcel would be developed into a public park, including a forest in the very northern portion of the park, a dog park, and a belvedere with ocean views at the parcel's highest point (see Figure 3.4 for the location of the park and belvedere and Figures 4.3.2 and 4.3.10 for the visual change that would occur at the identified public vantage points with views of the northern parcel). A pavilion with vines and a stone terrace would be constructed, as well as a dog park north of the belvedere. The dog park area would be enclosed with a continuous low fieldstone seatwall and secured by a fence concealed by shrub masses. A flowering tree grove would also be planted on the gentle slope south of the belvedere, terminating at the north landing of the pedestrian bridge over San Miguel Drive.

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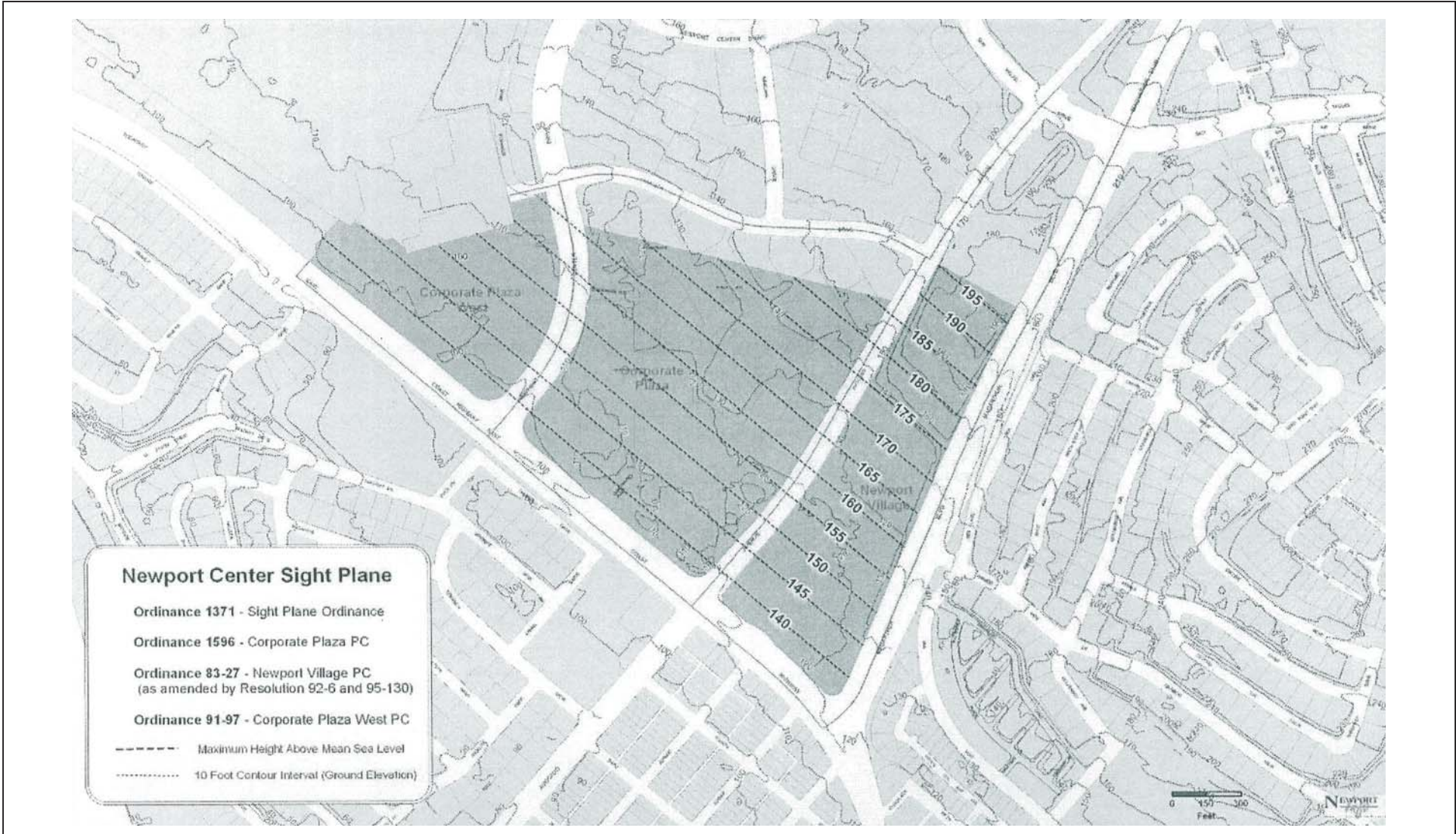
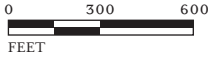


FIGURE 4.3.13

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*Newport Beach City Hall and Park Development Plan*  
Sight Plane



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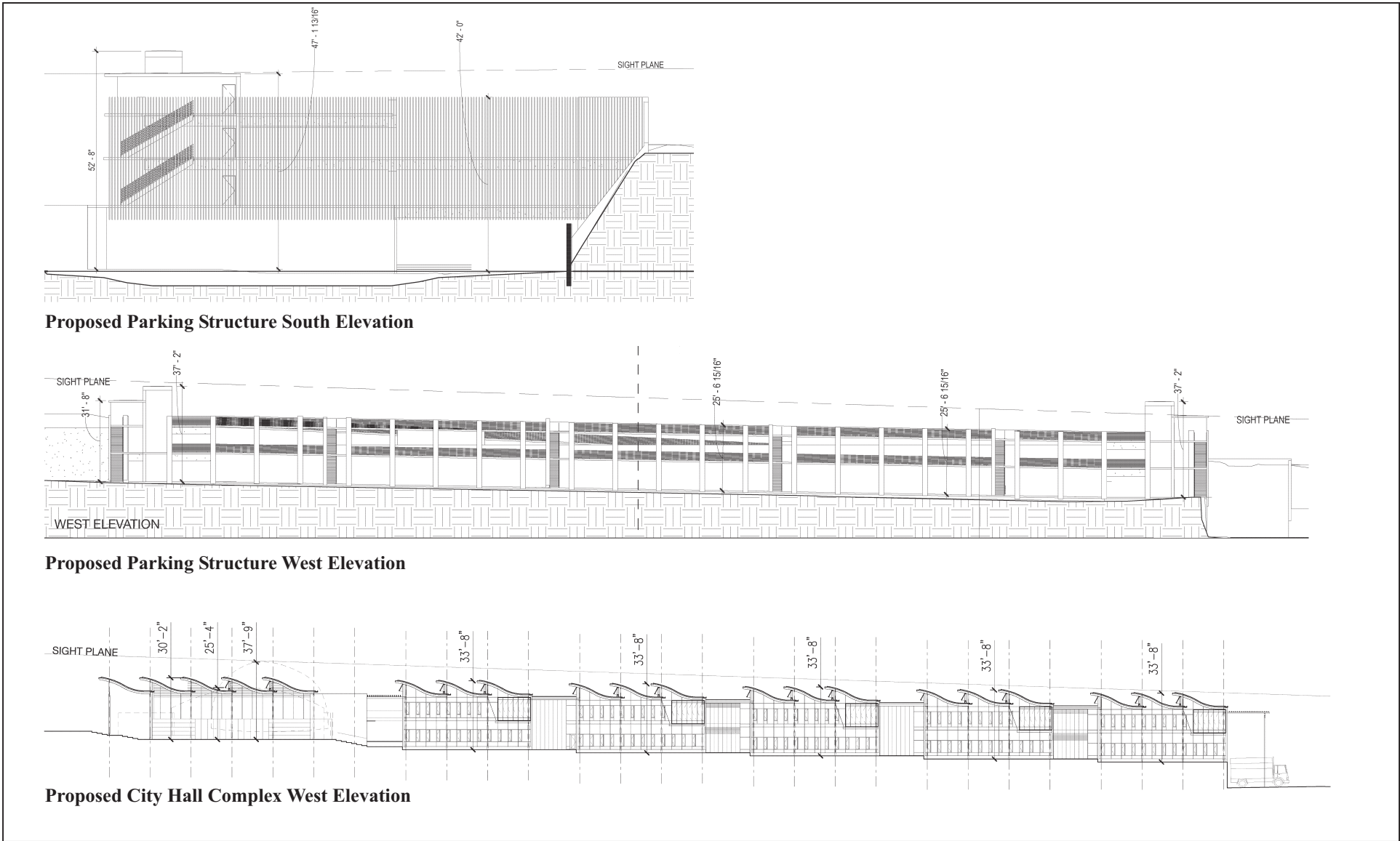


FIGURE 4.3.14a

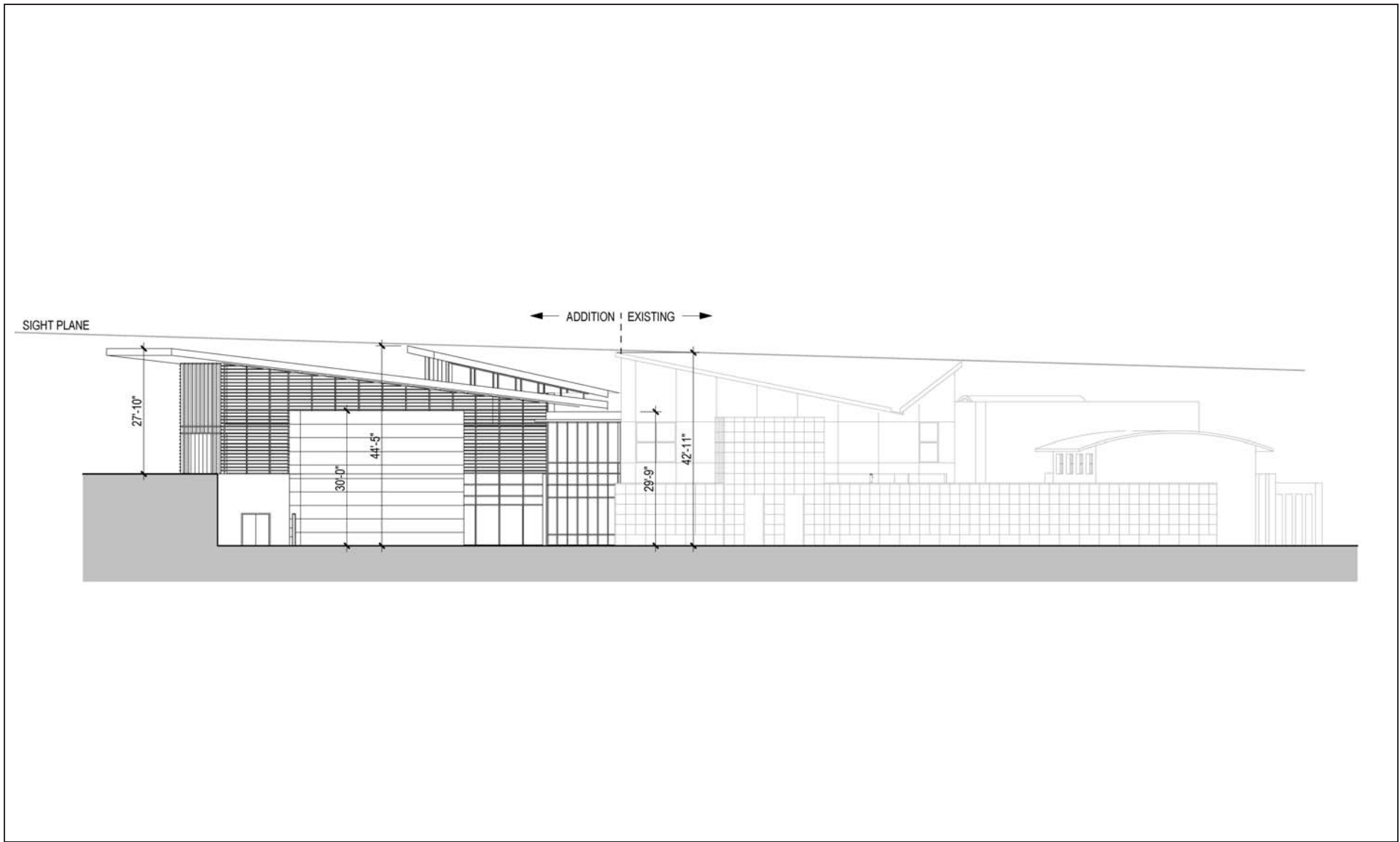
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Newport Beach City Hall and Park Development Plan

Proposed Elevations

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LSA

FIGURE 4.3.14b

*Newport Beach City Hall and Park Development Plan*

*Library West Elevation*

SOURCE: BCJ

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- **Central Parcel.** The central parcel would provide the southern landing to the pedestrian bridge over San Miguel Drive and would also be developed into a public park; however, this area would focus on an existing wetland and the steep vegetated slopes that form its sides. The proposed project includes enhancement of the existing wetland by replacing invasive species with more native species. Most of the areas east and west of the wetlands would be regraded to provide a meadow, additional landscaping, and picnic tables. The sidewalk along Avocado Avenue would be relocated to the park's interior. Two steel pedestrian foot bridges and one precast concrete pedestrian footbridge would be installed to span the wetlands and to provide a path around this area for pedestrian access and additional views of the wetlands. Refer to Figure 3.4 for a conceptual site plan for the proposed improvements and Figures 4.3.3 and 4.3.4 for the visual change that would occur at the identified public vantage points with views of the northern portion of the central parcel.

The southern portion of the central parcel would include the proposed two-story City Hall administration building, community room, three-story parking structure, and one-story steel framed Council Chambers (see Figure 3.5). The roof on the administration building and community room would be a broad-wave form roof with overhangs over the east and west to provide shade. Each roof form would provide north-facing clerestory windows to allow indirect natural daylight into each bay. The three-story parking structure would include two elevators at the north and south ends of the parking garage. Refer to Figures 4.3.5–4.3.8 for the visual change that would occur at the identified public vantage points with views of the City Hall administration building, community room, three-story parking structure, and one-story steel-framed Council Chambers.

The Council Chambers would include an architectural sail feature, approximately 37 ft in height, to celebrate the nautical heritage of the City. The feature would be a curved armature made of an exposed metal structure and a translucent membrane as the skin (see Figure 3.5). It is anticipated that during the daytime hours the architectural feature would provide shade to the Council Chambers, while at night it would be indirectly illuminated. In addition, this area of the central parcel would be developed with a formal entry into a vehicular drop-off area at the main entrance, a community terrace, and Civic Green. Two retaining walls would be constructed on the central parcel: one adjacent to MacArthur Boulevard, and the other just east of the parking area. The proposed project would also include the planting of dense shrubbery along the east face of the parking garage along MacArthur Boulevard to assist in screening the project site.

The central parcel, as the boundaries are currently defined, would also include the portion of the Library that would be expanded as a result of the proposed project (see Figures 3.9 and 3.10 for a depiction of the proposed Library elevation and Library expansion illustrative). However, prior to construction, the existing lot lines of the City-owned parcels would be redrawn, and the entire Library, including the expansion, would be located on the southern parcel after project implementation.

- **Southern Parcel.** The southern parcel includes the existing Library, and the proposed project includes additional screening plants to the east along the new secondary access drive to the parking garage's south entry. Overall, the proposed project would result in minimal changes to the existing visual character of the southern parcel (see Figure 4.3.9 for the visual change that would occur at the identified public vantage point with views of the southern parcel).

**Visual Simulations.** The following is a discussion of the visual change that would occur at the identified public vantage points as a result of the proposed project.

- **View 1: View from San Nicolas Drive and Avocado Avenue.** As discussed previously, View 1 depicts a view of the northwestern corner of the proposed project site at the intersection of San Nicolas Drive and Avocado Avenue adjacent to the Newport Transportation Center, facing south. Implementation of the proposed project would modify the project site as shown in View 1 from a vacant parcel with limited vegetation to a public park.

As shown in the view simulation for View 1, Figure 4.3.2, the proposed project would construct a sidewalk and diagonal parking adjacent to the street along Avocado Avenue that would alter the foreground and middleground views. In addition, the proposed project would develop a park where the project site is currently vacant. A forest of trees is proposed as part of the project and would obstruct the existing background views of light fixtures and isolated palm trees along MacArthur Boulevard. The forest of trees would also partially obstruct views of open sky. In addition, the landscaping along Avocado Avenue would impede minimally views of the Pacific Ocean.

Existing features in the foreground view would still be visible with implementation of the project (i.e., commercial building and landscaped area with a lawn and trees located on the southwestern corner of the San Nicolas Drive and MacArthur Boulevard intersection). Also, while the visual simulation for View 1 shows a reduction in the ocean view visible from the intersection, as motorists continue to travel south on Avocado Avenue and follow the curve of the roadway, the trees planted in the park and the landscaping along Avocado Avenue would serve to frame the view corridor and focus views toward the ocean following implementation of the project. Therefore, the visual character of the project site would not be degraded by the proposed landscaping. Project grading would substantially lower the topography of the project site and allow the proposed structures to be constructed below the Sight Plane. Therefore, the proposed project would not degrade the existing visual character or quality of this site and its surrounding uses, and impacts are considered to be less than significant. No mitigation is required.

- **View 2: View from San Miguel Drive and Avocado Avenue.** As discussed previously, View 2 depicts a view of the proposed project site facing south from the intersection of San Miguel Drive and Avocado Avenue. Implementation of the proposed project would develop the project site shown in View 2 from a vacant parcel to a public park and would also construct a pedestrian crossing over San Miguel Drive to connect the northern and central parcels. Refer to Figure 4.3.3 for a visual simulation of the proposed view, postproject implementation.

As shown in the visual simulation for View 2, Figure 4.3.3, implementation of these project features would modify the foreground and middleground views of the project site from the intersection, as well as the background view of open sky and Pacific Ocean. Residential areas east of MacArthur Boulevard in the existing background view would no longer be visible due to the planting of trees and shrubs at the park, postproject implementation. The trees planted at the park would serve to frame the view corridor facing west toward the ocean (along San Miguel Drive) and would obstruct views of proposed and existing development. Existing features within the foreground view would still be visible with implementation of the project (San Miguel Drive, Avocado Avenue, and the associated automobile traffic, signals and signs, and roadside landscaping). Also, the existing middleground view from the intersection of Avocado Avenue and San Miguel Drive and the commercial structures and light fixtures adjacent to the roadway would



also be maintained, postproject implementation. The proposed pedestrian crossing would be elevated approximately 20 ft and the overall height of the structure would be less than that of the existing adjacent light poles.

While the bridge would improve pedestrian views, views of the open sky and Pacific Ocean from San Miguel and Avocado Avenue would be altered with implementation of the proposed project. However, potential impacts to the existing visual character of the project site and surrounding uses from View 2 are considered less than significant since the proposed landscaping would block existing and proposed development and frame existing ocean views, postproject implementation. No mitigation is required.

- **View 3: View from San Miguel Drive and MacArthur Boulevard.** As discussed previously, View 3 depicts a view of the proposed project site facing west from the intersection of San Miguel Drive and MacArthur Boulevard. Refer to Figure 4.3.4 for a visual simulation of the proposed view, postproject implementation.

As shown in the visual simulation for View 3, Figure 4.3.4, the elevated pedestrian crossing that would be constructed with implementation of the proposed project would be visible from MacArthur Boulevard. The bridge is proposed to be elevated approximately 20 ft above street ground level but would be lower in height than the existing adjacent trees. Portions of the park would also be visible south of the Fashion Island and Newport Center signs and palm trees; however, because of the gradual decrease in elevation of MacArthur Boulevard and the proposed project site, the landscaping at the park would not substantially impact the background view of the Pacific Ocean, Santa Catalina Island, and the open sky. Views of the residential areas south and west of the proposed project would be limited, postproject implementation, and the light poles along Avocado Avenue would no longer be visible with implementation of the proposed project. The existing features within the foreground and middleground views of MacArthur Boulevard and San Miguel Drive would still be visible, postproject implementation, as well as the trees shielding the commercial structures west of Avocado Avenue. Therefore, the project would not substantially change this view and would not degrade the existing visual character or quality of the site and its surrounding uses. Impacts are considered less than significant. No mitigation is required.

- **View 4: View from Southbound MacArthur Boulevard.** As discussed previously, View 4 depicts a view of the proposed project site facing southwest from southbound MacArthur Boulevard. The proposed project features that would be visible in View 4 include the park, two-story City Hall administration building, community room, three-story parking structure, and the new Council Chambers. Refer to Figure 4.3.5 for a visual simulation of the proposed view, postproject implementation.

As shown in the visual simulation for View 4, Figure 4.3.5, these proposed project features would alter the middleground view from southbound MacArthur Boulevard facing southwest; however, existing foreground and background views, including the views of MacArthur Boulevard, the Pacific Ocean, Santa Catalina Island, residential and commercial structures southwest of the project site, and the open sky would be maintained due to the gradual decrease in elevation of MacArthur Boulevard and the proposed site grading that would substantially lower the topography of the site. Building heights for the proposed structures would be below the City's identified Sight Plane (see Figure 4.3.13), with the exception of the proposed elevator shaft on the southern end of the parking structure that would extend approximately 5 ft (see also Figure 4.3.14a and 4.3.14b) into the Sight Plane. The elevator shaft would be small in relation to

the overall project and project setting and it would not preclude ocean or harbor views. In addition, some commercial structures and associated light fixtures along Avocado Avenue would no longer be visible in View 4 with implementation of the proposed park component of the project.

While the proposed project would change the existing project site from an undeveloped condition characterized by scrub vegetation (with the exception of the existing Library) to a development condition, the project includes low-scale building heights compared to the existing roads and surrounding topography, as well as landscaping on site that would maintain the existing scale and character of the views from MacArthur Boulevard. The southern portion of the park would be visible from this vantage point and would maintain a natural setting adjacent to the proposed structures at the southern end of the parcel and block existing views of commercial structures along Avocado Avenue. Coastal and harbor views would be maintained for surrounding uses since the proposed project features are either below the Sight Plane or at such a distance that the view would not change substantially. Therefore, the proposed project would not result in degradation of the existing visual character or quality of the site, and its surrounding uses and impacts are considered less than significant. No mitigation is required.

- **View 5: View from Farallon Drive and Avocado Avenue.** As discussed previously, View 5 depicts a view of the proposed project site facing southeast from the intersection of Farallon Drive and Avocado Avenue. Implementation of the proposed project would modify the project site with construction of the Civic Center Complex area and development of the adjacent park area. Refer to Figure 4.3.6 for a visual simulation of the proposed view, postproject implementation.

As shown in the visual simulation for View 5, Figure 4.3.6, implementation of the proposed project would substantially modify the foreground and middleground views with construction of the main entrance driveway to the Civic Center Complex from the Avocado Avenue and Farallon Drive intersection. The proposed driveway entrance would immediately slope down to the proposed project site, a vehicle drop-off area, and an entrance to the parking structure. In addition, portions of the proposed Council Chambers “Sail,” and the two-story administration building and community room with broad-wave form roof would be visible in View 5, postproject implementation. Portions of the proposed park and pedestrian path would also be seen in View 5, postproject implementation. Existing scrub vegetation would be replaced with contoured, planted open space.

Whereas the proposed foreground and middleground views would be substantially modified with implementation of the proposed project, background views of the open sky would be maintained and somewhat expanded as a result of site grading. Residential development east of MacArthur Boulevard would continue to be screened from the project site and Avocado Avenue. In addition, the visual character of the project site would be improved with landscaping. Therefore, development of the proposed project would not substantially degrade the existing visual character or quality of this site and its surroundings, and potential impacts are considered to be less than significant. No mitigation is required.

- **View 6: View from Northbound MacArthur Boulevard.** As discussed previously, View 6 depicts a view of the proposed project site facing west along northbound MacArthur Boulevard. Implementation of the proposed project would alter the middleground view with construction of the proposed City Hall administration building and broad-wave form roof. Refer to Figure 4.3.7 for a visual simulation of the proposed view, postproject implementation.

As shown in the visual simulation for View 6, Figure 4.3.7, the view of MacArthur Boulevard and the adjacent roadside landscaping would be maintained in the foreground view. The middleground view would be altered with construction of the proposed City Hall administration building, roof, Library expansion, and elevators constructed as part of the parking structure; however, the background views of the open sky, ocean, and commercial structures southwest and west of the proposed project site would be maintained due to the grading that would substantially lower the profile of the project site topography so the project does not impede existing horizon views. In addition, as discussed earlier in this section, while the elevator shaft at the southern end of the parking structure would extend into the Sight Plane, the height exceedance is minimal and would not preclude or inhibit existing views. Therefore, development of the proposed project would not substantially degrade the existing visual character or quality of this site and its surroundings, and no mitigation is required.

- **View 7: View from Avocado Avenue.** As discussed previously, View 7 depicts a view of the proposed project site facing northeast along Avocado Avenue. Implementation of the proposed project would modify View 7 primarily with construction of the proposed City Hall administration building and Council Chambers. Refer to Figure 4.3.8 for a visual simulation of the proposed view, postproject implementation.

As shown in the visual simulation for View 7, Figure 4.3.8, construction of the two-story City Hall administration building, community room, and Council Chambers would dominate the foreground and middleground views. The City Hall administration building and Council Chambers have been designed at the same scale and mass as the existing Library and consistent with surrounding commercial office structures west of Avocado Avenue that are currently two or more stories in height. Views of Avocado Avenue and adjacent commercial structures in the foreground and middleground views would be maintained, postproject implementation, in addition to the background view of open sky. The view would change from the existing small hill with scrub vegetation to a developed condition that highlights the architectural components of the proposed Civic Center. The proposed project would also include additional landscaping, including olive trees, to enhance the visual aesthetics of the perimeter of the proposed project site and pathway along the sidewalk. Therefore, development of the proposed project would not substantially degrade the existing visual character or quality of this site and its surroundings, and impacts are considered to be less than significant. No mitigation is required.

- **View 8: View from Northbound MacArthur Boulevard near Harbor View Drive.** As discussed previously, View 8 depicts a view of the proposed project site facing north along MacArthur Boulevard near Harbor View Drive. Implementation of the proposed project would slightly modify the middleground view within View 8. Refer to Figure 4.3.9 for a visual simulation of the proposed view, postproject implementation.

As shown in the visual simulation for View 8, Figure 4.3.9, proposed project features visible in View 8 include the rooftop/top level of the proposed three-story parking garage and the building projection for the elevator on the south end of the parking structure, portions of the park, and perimeter landscaping. The foreground view of MacArthur Boulevard and associated sidewalk and roadside landscaping would be maintained, postproject implementation. In addition, the existing trees and shrubs that shield the existing Library from MacArthur Boulevard would be maintained, and the background view of open sky and commercial structures west and north of the proposed project site would still be visible, postproject implementation. Therefore, since the existing features in the foreground, middleground, and background views would still be visible,

and development of the project would not substantially degrade the existing visual character or quality of this site and its surroundings, potential impacts to visual resources from View 8 are considered less than significant, and no mitigation is required.

- **View 9: View from Southbound MacArthur Boulevard.** As discussed previously, View 9 depicts a view of the proposed project site facing southwest along southbound MacArthur Boulevard. Implementation of the proposed project would alter the middleground view with development of the park and forest of trees in the northern parcel. Refer to Figure 4.3.10 for a visual simulation of the proposed view, postproject implementation.

As shown in the visual simulation for View 9, Figure 4.3.10, existing foreground views of the MacArthur Boulevard street median and associated street landscaping and sidewalks would be maintained, postproject implementation. In addition, the middleground views of the MacArthur Boulevard and San Miguel Drive intersection would be maintained in the existing condition. Light fixtures along MacArthur Boulevard would still be visible; however, some of the light fixtures along Avocado Avenue and the commercial structures west of the project site would no longer be visible with the planting of trees. Trees would obstruct views of the proposed pedestrian crossing over San Miguel Drive and would change the overall character of the site from a vacant site to a landscaped site. The background view would primarily be open sky, and views of the Pacific Ocean would not be adversely impacted with implementation of the project. Therefore, development of the project would not substantially degrade the existing visual character or quality of this site and its surroundings, and impacts are considered to be less than significant. No mitigation is required.

**Existing City Hall Site.** The proposed project includes the reuse of the existing buildings on the City Hall site with public facilities uses. The project does not propose any physical changes to the structures, architecture, or infrastructure on the existing City Hall site. No mitigation is required.

**Summary.** The proposed project would permanently alter the existing visual character and quality of the proposed project site, however, key feature on-site (i.e., wetlands and views) would be maintained and/or enhanced. The proposed project would change the existing project site from an undeveloped condition characterized by scrub vegetation (with the exception of the existing Library) to a graded, landscaped, and developed Civic Center with adjacent passive park uses. Implementation of the proposed project would also include landscaping (i.e. forest of trees) that would obstruct views of proposed development on site from adjacent roadways and sidewalks and/or serve to frame views from adjacent roadways and sidewalks. The proposed Civic Center includes architectural features to enhance the visual quality of the site, including the Council Chamber sail and the broad-wave form roof over the City Hall administration building and community room (see Figure 3.5). Existing ocean and harbor views from surrounding uses would also be maintained, postproject implementation, including views from City-designated coastal view roads. Additional on-site views of the ocean and harbor would be provided with implementation of the proposed belvedere and high point on the northern and central parcels, respectively, as well as implementation of the proposed pedestrian overcrossing of San Miguel Drive. The existing wetlands would also be enhanced with implementation of the proposed project. Therefore, while the proposed project would permanently alter the visual conditions of the proposed project site, the changes would not substantially degrade the visual character or quality of the site and its surrounding, and no mitigation is required.

Temporary impacts would occur during the construction period and would be limited to the presence of construction vehicles and activity in construction staging areas. Construction activities are temporary, and related visual impacts would cease after completion of construction. Therefore, impacts to the visual character or quality of the site are considered less than significant, and no mitigation is required.

**Threshold 4.3.4: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Less than Significant with Mitigation.** Currently, there are no existing sources of light or glare on site, with the exception of the existing Library, which would remain in operation during and after project implementation. Adjacent residential areas east of the project site are currently exposed to light and glare from existing commercial and residential structures along Avocado Avenue, MacArthur Boulevard, and San Miguel Drive, including Newport Center, Fashion Island, and residences located east of MacArthur Boulevard. Street lighting and signalized intersections along Avocado Avenue, MacArthur Boulevard, and San Miguel Drive are the dominant sources of existing light near the proposed project site. The existing Library has a lighted parking lot that also contributes light to the area, as well as the parking lots south and west of the project site that serve the adjacent commercial areas. Existing distant city development also contributes to the existing light in the corridor area.

The proposed project would introduce new light sources that are typical of development projects. The proposed Civic Center (i.e., City Hall administration building, community room, Council Chambers, parking structure, Civic Green, Library expansion) would involve some limited nighttime operations such as City Council meetings; meetings of the City's boards, committees, and commissions; and community meetings in the proposed community room. Infrequently, City staff may work late to complete projects on evening where such meetings are being held. Janitorial work is also done in the evening hours. All facilities would be lighted to accommodate planned nighttime activities and to provide for security after facilities are closed. Nighttime lighting would be minimal, using full cutoff pole lighting along designated pathways and on the parking structure, with bollard lighting in the Civic Green and drop-off area. No lighting would be provided along the sidewalks or paths on the interior of the park. [As stated in PDF AES-1, s8](#) Several lighting features are proposed with implementation of the project, including the following: (1) automated internal blinds set to close at specific times in the City Hall administration building to form part of the glare control strategy, as well as to assist in the reduction of nighttime light pollution to neighboring sites; (2) exterior lighting that will be controlled by a Lighting Control Panel with an exterior photocontrol and timeclock; (3) internal lighting systems that would autodim after standard work hours, leaving small task lighting for janitorial activities and to light areas where staff may be working late; and (4) exterior light fixtures that would be the cutoff type<sup>1</sup> and dark sky compliant.

These proposed sources of light would change existing nighttime views from adjacent areas, including the residences located east of the proposed project site that currently have a view of the

<sup>1</sup> Cutoff light fixtures are designed to reduce light projected upward to no more than 2.5 percent of the total lamp output.

project site. Figure 4.3.15 provides three visual simulations that illustrate the proposed project's nighttime lighting and the adjacent ambient light from street lights that is visible from MacArthur Boulevard, Surfline Way, and Goldenrod Avenue, postproject implementation. The visual simulations do not show other existing light and glare sources during nighttime conditions (i.e., residences east of MacArthur Boulevard, Newport Center, or Fashion Island), and these views are anticipated to be similar to views for private residences located east of MacArthur Boulevard. As shown in the visual simulations, the proposed project would result in a small increase in the amount of light in the view corridor and street lights (not including existing development not shown) would remain the most significant source of light after project implementation.

Even with features to reduce lighting effects, the proposed project could result in a substantial amount of new nighttime light, and mitigation is required. Mitigation Measures 4.3.1 through 4.3.3 require the City to prepare a lighting plan, a photometric study, and conduct an inspection prior to occupancy. These measures are intended to minimize impacts of new sources of light and glare to adjacent land uses, limit nighttime lighting to that necessary for security, and ensure that lighting is shielded to reduce glare and spill lighting effects to residential areas. Implementation of these mitigation measures would reduce potential impacts of new lighting to less than significant, and no additional mitigation would be required.

#### 4.3.6 Cumulative Impacts

**Less than Significant.** The cumulative study area for visual resources for the proposed project is the proposed project site's viewshed. A viewshed is an area of land, water, or other environmental element that is visible from the site or a view of the site from surrounding vantage points.

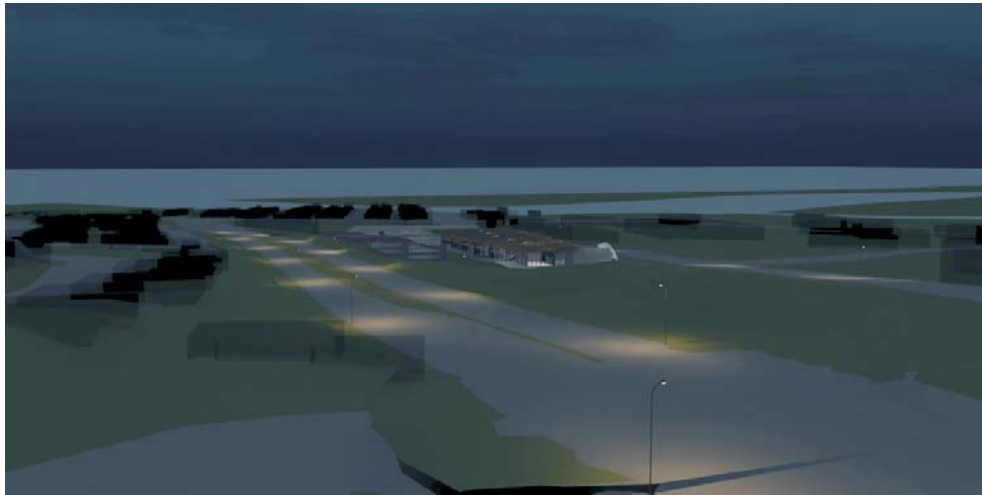
The proposed project site would change from a largely undeveloped condition characterized by scrub vegetation and the existing Library facility to a graded, landscaped, and developed condition with a public park and Civic Center. The overall visual character of the proposed project site would be modified due to conversion of undeveloped areas to developed landscaped park areas and the Civic Center and Library expansion structures. Design features of the project require the buildings to be placed in an area of substantial excavation, minimizing the vertical profile of the project. While the existing character of the project site would be substantially changed compared to existing conditions, the site design (including grading), landscaping, open space preservation, and architectural design would result in a developed condition that is aesthetically consistent with the surrounding developed uses. Project landscaping would enhance and frame views along roadways, including City-designated Coastal View Roads and public view corridors.

The proposed project would not result in potentially significant impacts to visual resources, scenic vistas, or the visual quality and character of the site; however, the proposed project would result in a potentially significant impact to nighttime views due to new sources of light and glare from the proposed structures. Project features and Mitigation Measures 4.3.1 through 4.3.3 have been identified to reduce the potential project-related lighting impact to a less than significant level.

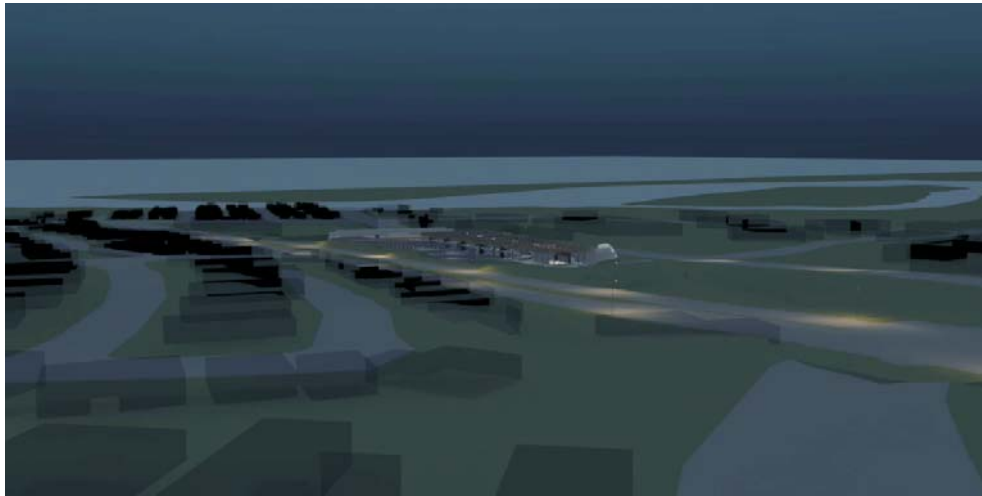




Proposed View from MacArthur Boulevard



Proposed View from Surfline Way



Proposed View from Golden Avenue

LSA

FIGURE 4.3.15

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As shown in Table 4.1.C and illustrated in Figure 4.1.4, several projects are planned within the City,<sup>1</sup> however, none of these projects are proposed within the viewshed of the proposed project site and would not contribute to cumulative impacts related to visual resources with the project's viewshed. Residents have expressed concerns regarding the existing Library's contribution to light and glare in the viewshed. The existing Library currently closes at 5:00 p.m. on Sundays, 9:00 p.m. Monday through Thursday, and 6:00 p.m. on Fridays and Saturdays. The interior Library lights are turned off at closing but are turned on again during janitorial service (approximately 2:00 a.m.–3:00 a.m.). The proposed project would not alter the existing conditions at the Library in any event. The proposed project would not result in a cumulatively considerable contribution to nighttime lighting conditions because project features and mitigation measures have been identified to reduce project-related impacts to a less than significant level. Also, the project site is located in an urbanized area, and the incremental contribution of project lighting after mitigation would not constitute a substantial change to the cumulative nighttime light conditions. Therefore, the proposed project would not contribute to a cumulatively significant impact to viewsheds, visual character, or lighting and glare. No additional mitigation is required.

#### 4.3.7 Level of Significance Prior to Mitigation

Potential impacts related to scenic vista, scenic resources, and the existing visual character and quality of the site and its surroundings are less than significant, and no mitigation is required. Impacts related to new sources of light are considered potentially significant, and mitigation is required.

#### 4.3.8 Mitigation Measures

**PDF AES-1:** Lighting Controls. The proposed project shall include (1) automated internal shades set to close at specific times in the City Hall administration building and in the Library expansion area to form part of the glare control strategy, as well as to assist in the reduction of nighttime light pollution to neighboring sites; (2) exterior lighting that will be controlled by a Lighting Control Panel with an exterior photo-control and time clock; (3) internal lighting systems that would auto-dim after standard work hours, leaving small task lighting for janitorial activities and to light areas where staff may be working late; and (4) exterior light fixtures that would be the cutoff type and dark sky compliant

**Mitigation Measure 4.3.1:** **Comprehensive Lighting Plan.** Prior to issuance of any building permits, the City of Newport Beach shall prepare a comprehensive lighting plan for review and approval by the City of Newport Beach Planning Director or designee. The lighting plan shall be prepared by a qualified engineer and shall be in compliance with applicable standards of the City of Newport Beach General Plan Municipal Code. The lighting plan shall address all aspects of lighting, including infrastructure, on-site driveways, recreation, safety,

<sup>1</sup> City of Newport Beach Planning Department, 2009.

signage, and promotional lighting, if any. The lighting plan shall include the following in conjunction with other measures, as determined by the illumination engineer:

- a. Exterior on-site lighting shall be shielded and confined within site boundaries.
- b. No direct rays or glare are permitted to shine onto public streets or adjacent sites.
- c. “Walpak” type fixtures are not permitted.
- d. Parking area lighting shall have zero cut-off fixtures, and light standards shall not exceed 24 feet in height.
- e. The site shall not be excessively illuminated based on the illumination recommendations of the Illuminating Engineering Society of North America, or, if in the opinion of the City of Newport Beach Planning Director, the illumination creates an unacceptable negative impact on surrounding land uses or environmental resources. The City of Newport Beach Planning Director or designee may order the dimming of light sources or other remediation upon finding that the site is excessively illuminated.

**Mitigation Measure 4.3.2:** **Photometric Study.** Prior to the issuance of any building permits, a photometric study shall be prepared in conjunction with a final lighting plan for approval by the City of Newport Beach Planning Director. The survey shall show that lighting values are 1 footcandle or less at all property lines.

**Mitigation Measure 4.3.3:** **Lighting Inspection.** Prior to issuance of the certificate of occupancy or final building permits, an evening inspection shall be conducted by the City of Newport Beach Code and Water Quality Enforcement Division to confirm control of light and glare.

#### 4.3.9 Level of Significance after Mitigation

The project design feature and mitigation measures identified above would reduce all potentially significant impacts related to lighting to a less than significant level.