

## **SECTION 1.0 EXECUTIVE SUMMARY**

### **1.1 GENERAL INTRODUCTION**

In 1992, the City of Newport Beach (City) certified the *Hoag Hospital Master Plan Final Environmental Impact Report No. 142* (Final EIR No. 142) for the Hoag Hospital Master Plan and adopted the *Hoag Memorial Hospital Presbyterian Planned Community Development Criteria and District Regulations* (PC Text). This document is a Draft Supplemental Environmental Impact Report (Supplemental EIR or SEIR) (State Clearinghouse Number 1991071003) to Final EIR No. 142 and is prepared under the California Environmental Quality Act (CEQA) (Cal. Pub. Res. Code §§21000, et seq.) and its implementing State regulations (CEQA Guidelines) (14 Cal. Reg. §§15000, et seq.). Final EIR No. 142 is summarized in Section 1.3 below.

Consistent with the CEQA Guidelines, this SEIR incorporates by reference the findings and recommendations of Final EIR No. 142 and focuses on the proposed modifications to the Hoag Master Plan. The proposed Master Plan Update Project (or Project) is described below in the Project Summary and is discussed in detail in the Project Description section of this SEIR.

### **1.2 PROJECT LOCATION**

Hoag Memorial Hospital Presbyterian (Hoag) is an existing facility at One Hoag Drive in the City of Newport Beach, Orange County, California. The approximate 38-acre site is generally bound by Hospital Road to the north, West Coast Highway to the south, Newport Boulevard to the east, and residential development and open space to the west. Superior Avenue is the closest major street to the west.

Hoag consists of two planning areas: the Upper Campus and the Lower Campus. The Upper Campus is generally bound by Hospital Road to the north, the Lower Campus to the south, Newport Boulevard to the east, and West Hoag Drive (on-site roadway) and condominium residences to the west. The Lower Campus is generally bound by the Upper Campus to the north, West Coast Highway to the south, Newport Boulevard to the east, and Superior Avenue to the west. Sunset View Park is an undeveloped consolidated and a linear park that extends along much of the northern boundary of the Lower Campus and separates Hoag from the Villa Balboa and Versailles at the Bluff condominium complexes.

Vehicular access to Hoag is provided at three locations. The Upper Campus can be accessed from Hospital Road, which serves as Hoag's northern boundary. The main entrance is a signalized intersection located at the intersection of Hospital Road at Placentia Avenue-Hoag Drive. A non-signalized secondary access, West Hoag Drive, is accessed from Hospital Road, leads into the Upper Campus, and follows the western boundary. West Hoag Drive is gated to limit vehicular access between 8:00 PM and 7:00 AM. A second signalized intersection, located on West Coast Highway at Hoag Drive, serves as the main entrance to the Lower Campus. Hoag Drive, South Hoag Drive, and West Hoag Drive provide internal vehicular access throughout Hoag.

### **1.3 BACKGROUND**

Hoag Hospital was constructed in 1952 as a 75-bed, 50,000 square-foot (sf) facility. The complex has undergone several major construction phases that have expanded and remodeled the facilities. In 1979, the first Master Plan and EIR were prepared and approved for Hoag. At

the time the 1979 Master Plan was prepared, Hoag facilities were located solely on what is now known as the Upper Campus (this is discussed in more detail below). The 1979 Master Plan provided for 217,600 sf of additional uses, included a new 10-story hospital tower, and provided for the expansion of the existing tower (the West Tower); a new hospital tower was not constructed until 2005 as the Sue and Bill Gross Women's Pavilion (East Tower).

At the time of the 1979 Master Plan was approved, Hoag did not own the Lower Campus area. On June 19, 1984, Hoag purchased the approximate 22-acre Lower Campus from the State of California. Subsequent to that purchase and prior to the 1992 Master Plan and EIR, Hoag constructed the Patty and George Hoag Cancer Center and a child care center in 1991 on the Lower Campus. The development of the Lower Campus was completed with separate CEQA documentation.

In 1992, the City certified the *Hoag Hospital Master Plan Final EIR No. 142* for the Hoag Hospital Master Plan and adopted both PC Text and the "Development Agreement Between the City of Newport Beach and Hoag Memorial Hospital Presbyterian" (Development Agreement). In 1994, the City approved Ordinance No. 94-8 to readopt the Development Agreement.

The existing Master Plan allows for up to 1,343,238 sf of uses at Hoag, inclusive of the Upper and Lower Campuses. Of the 1,343,238 sf of permitted development, the Master Plan allocates 765,349 sf of uses to the Upper Campus and 577,889 sf of uses to the Lower Campus. Currently, 698,121 sf have been constructed on the Upper Campus and 188,149 sf have been constructed on the Lower Campus. It should be noted that the Master Plan provides for redevelopment of current uses at Hoag.

The Master Plan assumed that development on the Upper Campus would be primarily reconstruction and redevelopment because the Upper Campus contained the early hospital development. The Lower Campus, which was essentially undeveloped at the time the Master Plan was approved in 1992, provided for new development. It also provided for the relocation of some services from the Upper Campus to the Lower Campus. The Master Plan was intended to guide development at Hoag over a period of approximately 21 years. The PC Text and the Development Agreement set forth the development standards and terms and conditions by which Hoag may be developed, and it included maximum permissible building area, building height limits, and permitted land uses.

Since the 1992 Master Plan and Final EIR No. 142 were approved, Hoag has constructed a cardiac services addition, a parking structure, a new inpatient hospital tower (the Sue and Bill Gross Women's Pavilion [East Tower]), and a minor expansion to the James Irvine Surgery Center on the Upper Campus. On its Lower Campus, Hoag has constructed a conference center with an associated parking structure, two auxiliary parking lots, an employee childcare center, and a cogeneration facility. Additionally, Hoag relocated the methane gas flare and upgraded the scrubbing/cleaning technology associated with the methane gas flare onto the Lower Campus. The Lower Campus is currently under construction with the relocation and expansion of Hoag's child care center; a retaining wall project was recently completed.

In 2002, the City Council approved the First Amendment to the PC Text. The First Amendment changed the definition of "Gross Floor Area Entitlement" so that certain unoccupied building areas are not counted toward the maximum permissible building floor areas for the project site. Unoccupied building areas were defined to include areas such as stairwells and elevator shafts (except on the first floor); areas used for structural systems upgrades directly related to the requirements of government agencies (and are therefore not for general or routine occupancy); and rooftop enclosures for mechanical equipment (not for general or routine occupancy).

## 1.4 PROJECT SUMMARY

The existing *Hoag Hospital Master Plan* currently allows for up to 1,343,238 sf of development at Hoag, inclusive of the Upper and Lower Campuses. No additional square footage is proposed as a part of this Project. The Project proposes to reallocate up to 225,000 sf of previously approved (but not constructed) square footage from the Lower Campus to the Upper Campus. The maximum allowable building area on the Upper Campus would be 990,349 sf (if all 225,000 sf is reallocated) and the maximum allowable building area on the Lower Campus would be 577,889 sf (if no square footage is reallocated). However, in no event could the combined total building areas of both the Upper and Lower Campuses exceed 1,343,238 sf. No site-specific development projects are proposed as a part of the Master Plan Update Project.

Under the existing provisions of the PC Text, mechanical equipment noise generated from Hoag Hospital shall not exceed 55 decibels (dB) at all Hoag property lines. This noise restriction, which was established prior to the creation of the City's Noise Element and Noise Ordinance, is proposed to be eliminated. Instead, noise generated at Hoag would be governed by the City's Noise Ordinance, except as otherwise provided in paragraphs 1 and 2 below and as depicted on Exhibit 2-5 (see Section 2.0, Project Description, Exhibit 2-5).

1. The applicable noise standard at the Hoag property line adjacent to the loading docks shall be as follows:

	7 AM – 10 PM Daytime	10 PM – 7 AM Nighttime
Leq (15 min)	70 dBA	58 dBA

2. Within the loading dock area, delivery vehicles and the loading and unloading of delivery vehicles shall be exempt from any applicable noise standards.

Hoag Hospital, the Applicant, has requested the following approvals as a part of the proposed Master Plan Update Project:

- **General Plan Amendment:** The proposed Master Plan Update Project requires an amendment to the Land Use Element of the General Plan to establish maximum allowable building areas for the Upper Campus and the Lower Campus. The General Plan authorizes maximum allowable building areas of 765,349 sf for the Upper Campus and 577,889 sf for the Lower Campus, for a total of 1,343,238 sf. The amendment would allow up to 225,000 sf to be transferred from the Lower Campus to the Upper Campus— with up to 577,889 sf of development in Lower Campus and up to 990,349 sf in the Upper Campus (assumes entire 225,000 sf is transferred), provided that the total square footage for the Upper and Lower Campus combined does not exceed 1,343,238 sf.
- **Hoag Hospital PC Text Amendment:** The Project requires an amendment to the PC Text to establish maximum allowable building areas for the Upper Campus and the Lower Campus. Existing noise restrictions set forth in the PC Text would be eliminated. Noise generated at Hoag would be governed by the City's Noise Ordinance except as otherwise noted.
- **Development Agreement Amendment:** As a part of the project, the Applicant is requesting a Development Agreement Amendment to allow up to 225,000 sf of authorized development to be transferred from the Lower Campus to the Upper Campus. Noise generated at Hoag would be governed by the City's Noise Ordinance

except as otherwise noted. An amendment to the Development Agreement would also provide for an extension of the term, an increase in the public benefits through the payment of a proposed Development Agreement fee of \$3 million for City public works improvements, designation of the City as the point of sale for major hospital equipment purchases, allow for a one-time waiver of the administrative fee for the issuance of health care revenue bonds, and eliminate unnecessary references. Although not a party to the original Development Agreement, the California Coastal Commission (CCC) would review and approve the Development Agreement.

A detailed description of the proposed Master Plan Update Project is provided in Section 2.0, Project Description, of this SEIR.

## **1.5 PURPOSE AND SCOPE OF THE SUPPLEMENTAL EIR AND PREVIOUS ENVIRONMENTAL DOCUMENTS**

CEQA §21166 states that the lead agency must prepare a subsequent or supplemental EIR when one of the following events occurs:

1. Substantial changes to the project are proposed that require major revisions to the EIR.
2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions in the EIR.
3. New information, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete, becomes available.

CEQA Guidelines §15162 provides that a subsequent EIR is required if:

1. Substantial changes are proposed in the project requiring major revisions to the previous EIR because of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes have occurred with respect to the circumstances under which the project is undertaken, which will require major revisions to the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete shows any of the following: (a) the project will have one or more significant effects not discussed in the previous EIR; (b) significant effects previously examined will be substantially more severe than shown in the previous EIR; (c) mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (d) mitigation measures or alternatives which are considerably different from those analyzed in the Final EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines §15163 allows a lead agency to prepare a supplement to an EIR when any of the conditions described in CEQA Guidelines §15162 (stated above) would require the

preparation of a Subsequent EIR, but only minor additions or changes are necessary to make a previous EIR adequately apply to the project in the changed situation. CEQA Guidelines §15163(b) further states, “the supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised” and “the supplement may be circulated by itself without re-circulating the previous Draft or Final EIR.”

The City has determined that a Supplement to Final EIR No. 142 is required to evaluate the potential impacts associated with the proposed modifications to the Hoag Hospital Master Plan. Additionally, the SEIR will provide an analysis of whether new and/or revised mitigation measures are appropriate. Although alternatives to the proposed Master Plan Update Project would not need to be addressed in this SEIR, the Applicant has requested that the City include one alternative, for informational purposes. Analyzing a mid-range reallocation scenario allows for the assessment of impacts should less than the maximum square footage relocation occur as would be permitted with the proposed Master Plan Update Project. As such, this alternative has been included in this SEIR.

### **1.5.1 FINAL EIR NO. 142**

Final EIR No. 142, which was certified in 1992, was prepared to address the potential impacts associated with construction of the Hoag Hospital Master Plan Development program. The Final EIR addressed the impacts associated with the phased reconstruction and development of the Upper Campus and development of the Lower Campus. The Final EIR included a supplemental EIR volume (Final EIR No. 142, Volume V), which was prepared in accordance with CEQA Guidelines §15163, provided clarifications to the EIR and project, and was distributed for public review before Final EIR No. 142 was certified.

The existing Master Plan assumed the single-story and low-rise structures (approximately 500,000 sf) on the Upper Campus would be demolished and replaced with multi-story buildings. In addition to the reconstruction and existing uses, approximately 285,349 sf of new development was approved for the Upper Campus. The City’s approval of the Master Plan project in 1992 allowed for 765,349 sf of development for the Upper Campus. Final EIR No. 142 identified uses on this portion of Hoag to include, but not be limited to: an emergency care unit, an intensive care unit, birth suites, a cardiology unit, and a critical care unit. Appendix B of this SEIR provides the draft revisions to the PC Text for the Master Plan Update and includes a complete list of permitted uses for the Upper and Lower Campuses. Final EIR No. 142 identified that the existing heliport may be relocated on the Upper Campus, but would be subject to a separate Conditional Use Permit, which would be addressed with subsequent project-specific environmental documentation.

In addition, approximately 577,889 sf of development was approved for the Lower Campus. This included a cancer center (65,000 sf) and employee child care center (7,800 sf), which existed at the time the EIR was prepared, in addition to 505,089 sf of new development. Uses for the Lower Campus addressed in Final EIR No. 142 included, but were not limited to:

- outpatient uses (skilled nursing/rehabilitation, clinical center, surgery center/day hospital/laboratory);
- residential care (substance abuse and residential care);
- support services (health education, food services, conference center, medical library, pharmacy, and power/mechanical/auxiliary support and storage);
- administrative offices; and

- medical support offices.

Final EIR No. 142 identifies that an emergency room and heliport are prohibited on the Lower Campus.

The topics below were identified in Final EIR No. 142 as significant, unavoidable adverse impacts:

- **Land Use:** The placement of hospital uses closer to residential units on the western side of the Upper Campus would result in significant impacts as a result of a combination of land use compatibility, shade and shadow, and noise impacts. Although the existing PC Text for the existing Master Plan provides for a greater setback than is required by the City Code, Final EIR No. 142 identified this as a significant unavoidable impact.
- **Land Use:**<sup>1</sup> The Project would contribute to a significant unavoidable impact because increased development on the Upper Campus would increase the use of internal site roads on both the Upper and Lower Campuses and, in turn, contribute to noise and land use impacts on adjacent residential uses.
- **Air Quality:** The Project would result in significant cumulative air quality impacts associated with motor vehicle and stationary source pollutant emissions. The Project itself did not exceed thresholds, but when considered with all other present and future projects, a significant cumulative impact was identified because the South Coast Air Basin (SCAB) continued to exceed State and federal air quality standards.
- **Noise:** The Project would not result in significant project-specific exceedances of noise thresholds; however, it would contribute to significant unavoidable cumulative noise impacts. Roadway noise would exceed the 65 Community Noise Equivalency Level (CNEL) along roadways surrounding Hoag.
- **Construction, Air Quality:** Air pollutants emitted by construction equipment, construction vehicles, and dust generated by grading and site preparation would exceed South Coast Air Quality Management District (SCAQMD) thresholds.
- **Construction, Noise:** Noise during construction would reach high levels and would create a short-term impact on ambient noise levels. Because the noise would occur intermittently over a 20-year period, Final EIR No. 142 identified construction noise as a significant unavoidable impact.

Final EIR No. 142 identified the following potential impacts as significant, but reduced to a level of less than significant with the implementation of mitigation measures.

- **Earth Resources:** The substantial change in the topography would be a significant impact; however, implementation of standard grading and erosion-control practices would reduce these impacts to levels considered less than significant.
- **Earth Resources:** The Newport-Inglewood Fault and several other potentially active faults could result in impacts associated with ground shaking. Standard building practices would reduce these impacts to a level considered less than significant.

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<sup>1</sup> This significant impact was identified in both the Land Use and Transportation/Circulation sections of Final EIR No. 142.

- **Earth Resources:** Expandable and corrosive soils may be encountered during Project construction. Testing for soil corrosivity and implementation of remedial measures would reduce the associated impacts to a level considered less than significant.
- **Hydrology/Water Quality:** The exposure of soils during construction would create the potential for short-term erosion and associated water quality impacts. Implementation of standard construction practices would reduce this impact to less than significant.
- **Hydrology/Water Quality:** If infectious, hazardous, or radioactive materials and wastes are not handled properly, the Project could result in the contamination of water quality. Compliance with the Hazardous Material and Waste Management Program and its Infectious Control Manual would reduce this potential impact to a level considered less than significant.<sup>2</sup>
- **Noise:** Any increase in mechanical equipment use as a result of the Project would exacerbate exceedances to the existing noise level standard. The objective of the adopted mitigation was to reduce existing noise levels (associated with on-site exhaust fans and noise generated by new mechanical support equipment) to applicable standards.
- **Biological Resources:** Project implementation would result in the removal of a minimum of 1.52 acres of wetlands. Wetland removal was subject to compliance with the mitigation requirements of the U.S. Army Corps of Engineers (USACE), the U.S. Fish and Wildlife Service (USFWS), the California Department of Fish and Game (CDFG), and the CCC.
- **Cultural Resources:** Construction could result in the disturbance of undetected archaeological and paleontological resources during construction. Monitoring during grading activities is required to reduce potential impacts to less than significant levels.
- **Public Health and Safety:** The Lower Campus is exposed to methane and hydrogen sulfide gas seepage. Development of the site could increase the gas seepage. A Soil Gas Sampling and Monitoring Plan combined with a Site Safety Plan will provide for adequate protection to public health and safety.

Other impacts were identified in Final EIR No. 142; however, they were found to be less than significant. Extensive mitigation measures were adopted in conjunction with the Final EIR.

## 1.6 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

The areas of controversy, as determined through comments received on the Notices of Preparation, applicable to the proposed Master Plan Update Project are discussed below.

- Residential development, which is considered a sensitive land use, is located adjacent to Hoag to the west and north. Additional residential development is located south of Hoag and West Coast Highway. Hoag, by the very nature of the fact that it is a hospital facility, is a 24-hour operation. While mitigation was adopted as part of the 1992 Master Plan, there will be occasions when conflicts between the two land uses (i.e., residential and

<sup>2</sup> This significant impact was identified in both the Hydrology/Water Quality and Public Health and Safety sections of Final EIR No. 142.

hospital uses) arise. This SEIR has evaluated whether the proposed project would result in an increased conflict with the surrounding land uses.

- The Applicant is requesting a change in the allowable noise levels for Hoag. Opposition to modifications to the noise standards for Hoag has been noted by commenters (i.e., those who expressed concern when the Notice of Preparation was distributed). Commenters have indicated that Hoag should continue to be required to comply with the noise standards set forth in the PC Text and Development Agreement. This SEIR has evaluated potential noise effects associated with the proposed Master Plan Update Project.
- Because of Hoag's prominent location within the City, many of its buildings and facilities are visible. This SEIR addresses the compatibility of Hoag with surrounding land uses.

## **1.7 EIR FOCUS AND EFFECTS FOUND NOT TO BE SIGNIFICANT**

### **1.7.1 EIR FOCUS**

In accordance with CEQA Guidelines §15063, the City prepared an Initial Study (IS) for the proposed Project and distributed it along with the Notice of Preparation (NOP) to responsible and interested agencies and key interest groups. The NOP and IS were distributed to 27 individuals or agencies for a 30-day review period that began on April 15, 2005, and ended on May 16, 2005. Comments were received on the April 15, 2005, NOP from the following organizations and individuals:

- California Department of Transportation, District 12
- City of Costa Mesa
- City of Newport Beach Environmental Quality Affairs Citizens Advisory Committee (EQAC)
- The Gas Company
- Philip H. Bias
- John P. and Suzanne V. Chamberlain
- Ross A. and Belle M. Ribaud

Subsequent to the distribution of the NOP on April 15, 2005, the Applicant requested certain modifications to the Master Plan Update Project. The City elected to prepare a revised IS/NOP that outlined those changes. The revised IS/NOP was distributed to 29 individuals or agencies for a 30-day review period that began on May 10, 2007, and ended on June 11, 2007. Comments were received from the following organizations and individuals/groups:

- California Department of Transportation, District 12
- California Department of Toxic Substances Control
- South Coast Air Quality Management District
- City of Newport Beach Environmental Quality Affairs Citizens Advisory Committee (EQAC)
- Newport Beach Townhomes Home Owners Association



- Villa Balboa Community Association, Hoag Hospital Liaison Executive Committee

In summary, the changes made to the proposed project and reflected in the May 10, 2007, NOP are:

- a. The Applicant is no longer requesting an increase the maximum allowable building area on the Hoag Hospital site by 29,807 sf: 24,215 sf associated with the previously approved cogeneration facility and 5,592 sf associated with the relinquishment of an unused easement. The maximum allowable building area would not be revised from the already approved 1,343,238 sf.
- b. The Applicant is requesting an amendment to the Development Agreement to eliminate the 55 dBA noise level restriction at the Hoag Hospital property line, which is currently contained in the PC Text, and to replace it with a requirement that noise at Hoag be governed by the City's Noise Ordinance except as otherwise noted.

Copies of Initial Studies, NOPs, and the comments received on the NOPs are included in Appendix A. Based on the environmental analysis presented in the Initial Studies, the City determined that a supplement to Final Program EIR No. 142 is required to evaluate potential impacts in the following topical areas:

- Land Use
- Transportation, Parking, and Circulation
- Noise
- Air Quality/Health Risk Assessment
- Aesthetics
- Growth-inducing Impacts

### 1.7.2 EFFECTS FOUND NOT TO BE SIGNIFICANT

The following summarizes the findings of the Initial Studies for those topical areas which the City has determined to be less than significant or would be mitigated to a level considered less than significant with the adopted Mitigation Program in Final EIR No. 142 and therefore need not be addressed in this SEIR.

- **Aesthetics:** The proposed Master Plan Update Project would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State-designated scenic highway. The topography of the site has been modified from its original condition through grading and development. Contiguous to Hoag, West Coast Highway is not a designated State Scenic Highway. Other issues related to aesthetics are addressed in this SEIR.
- **Agricultural Resources:** No portion of Hoag is covered by a Williamson Act Contract or is located on land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance according to 2000 Natural Resource Conservation Service mapping. The proposed Master Plan Update Project (reallocation of approved square footage) would have no effect on agricultural resources.
- **Air Quality:** Hoag's uses do not generate significant odors. Other issues related to air quality for the proposed Master Plan Update Project are addressed in this SEIR.

- **Biological Resources:** Final EIR No. 142 identified limited biological resources, including wetlands, on the site. As a result of construction of facilities consistent with the Hoag Hospital Master Plan and Final EIR No. 142, those resources have been removed. Additionally, on February 23, 2005, a qualified Biologist from BonTerra Consulting conducted a field review of Hoag to evaluate on-site resources. The findings were that Hoag is a developed site that supports minimal decorative landscaping. It supports habitat that is of low value for wildlife. There are no plant or wildlife species expected to occur at Hoag that are considered sensitive at either the federal, State, or local level. Hoag is not part of any wildlife movement corridor. There are no riparian or wetland habitats or any other environmentally sensitive habitat areas. Implementation of the Project would not result in a decrease in the diversity of species or in the number of plants or animals; it would not result in a reduction in the number of unique, rare, or endangered plant or animal species; and it would not conflict with provisions of Orange County Natural Community Conservation Plan Program (NCCP) or any other habitat conservation plan. Further, the proposed Master Plan Update Project would only result in the removal of non-native landscaping that would be replaced by landscaping. Because of the limited on-site vegetation, no significant impacts to animal life are expected. As the proposed Master Plan Update Project would have no impacts on wildlife (as defined in the California Fish and Game Code §711.2), the proposed Master Plan Update Project would not contribute to potential cumulative development impacts to such wildlife. Final EIR No. 142 addressed biological resource impacts resulting from the development of the Hoag Master Plan; therefore, any potential issues concerning existing development on Hoag or full buildout of Hoag were already addressed in the previous EIR. Implementation of the proposed project would not alter analysis or conclusions reached in Final EIR No. 142. NOP commenters raising biological resources issues are directed to the analysis in Final EIR No. 142.
- **Cultural Resources:** Hoag has been subject to three previous cultural resources investigations. A records search was conducted through the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, which is part of the California Historical Resources Information System and provides records data for Orange, Los Angeles, and Ventura counties. The records search (conducted on February 22, 2005) included a review of all recorded archaeological sites within a one-mile radius of Hoag and included a records review of the California Points of Historical Interest, California Historical Landmarks, California Register of Historic Places, National Register of Historic Places, and California State Historic Resources Inventory. Hoag is developed and has been subject to ongoing demolition and construction activities. Associated with these activities, no prehistoric archaeological or paleontological resources have been noted. However, archaeological and paleontological resources can be uncovered and consequently impacted by excavation and construction activities. Mitigation set forth in Final EIR No. 142, which requires monitoring by an Archaeologist during grading activities, would apply to the proposed Master Plan Update Project.

For general plan and specific plan projects, pursuant to Senate Bill (SB) 18 (Government Code §65352.3), local governments are required to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting and/or mitigating impacts to cultural places. In compliance with SB 18, the City of Newport Beach has contacted tribal representatives to offer to initiate government-to-government consultation if requested.

- **Geology and Soils:** Hoag is not in an Alquist-Priolo Zone nor has it been identified as being in an area subject to liquefaction (CDMG 1998). There is no visible or documented evidence of on-site conditions that could result in landsliding or slope failure. Additionally, the proposed Master Plan Update Project does not require the use of a septic tank or an alternative wastewater disposal system. All geological resource potential impacts related to development of the Hoag Master Plan were analyzed and conclusions reached in Final EIR No. 142. Development of the proposed Master Plan Update Project (reallocation of square footage within the maximum allowable development cap) would not modify the analyses contained in the previous EIR.
- **Hazards and Hazardous Materials:** Hazardous materials are used in small quantities during medical diagnosis and treatment, research, and facility operation and maintenance. Similarly, different types of hazardous wastes are generated (usually in small quantities) through these activities. Hoag is not on the Environmental Protection Agency (EPA) Facility Index System Database (FINDS) as having any violations related to the use and/or storage of hazardous materials (EDR Environmental Resources, Inc. 2007). The analysis conducted as part of Final EIR No. 142 adequately addresses the potential impacts associated with the use, transport, and disposal of hazardous materials to provide the City of Newport Beach with an understanding of the potential impacts associated with implementation of the proposed Master Plan Update Project. Final EIR No. 142 determined that significant impacts would be mitigated to a less than significant level. In addition, current federal, State, and local regulations pertaining to the handling (including transport and disposal) of hazardous materials would apply to the proposed Master Plan Update Project. The proposed Master Plan Update Project would not alter the type of uses proposed on the site nor would it substantially increase the intensity of these uses. Therefore, NOP commentors who had concerns regarding the use, transport, and disposal of hazardous materials are directed to the previous EIR analysis.

Demolition of buildings and building features could expose construction personnel, staff, patients, and visitors to asbestos-containing building materials and lead-based paint. The disposition of hazardous materials is subject to regulations established at both a federal and State level. Potential impacts and mitigation for any significant impacts related to demolition associated with development at Hoag are addressed in Final EIR No. 142.

Final EIR No. 142 also notes that the Lower Campus is located in the city's methane gas mitigation district and that methane gas is a public nuisance and public safety hazard for the Lower Campus and in the immediate vicinity of Hoag (Balboa Coves). Hoag relocated the methane gas flare and upgraded the scrubbing/cleaning technology on the Lower Campus to alleviate the potential nuisance and safety hazard.

The phased implementation of the Master Plan Update Project would, in part, minimize disruptions to emergency response/evacuation plans. The adopted Mitigation Program requires construction phasing plans to ensure that emergency access is maintained during construction activities.

Therefore, issues related to hazards and hazardous materials have been fully addressed in Final EIR No. 142. The Master Plan Update Project would be required to comply with mitigation set forth in Final EIR No. 142.

- **Hydrology and Water Quality:** The proposed Master Plan Update Project is not expected to change drainage patterns, increase runoff, or generate substantial increases in or the degradation of the quality of runoff because Hoag is predominately developed with the exception of landscaping and areas currently subject to construction activities; Hoag has limited amounts of pervious surfaces. Additionally, the Federal Clean Water Act establishes a framework for regulating potential surface water quality impacts; mandating sewage treatment; and regulating wastewater discharges. It also requires communities and industries to obtain National Pollutant Discharge Elimination System (NPDES) permits to discharge storm water. The proposed Master Plan Update Project would not alter the types of uses proposed at Hoag nor would it substantially increase the intensity of the uses. The Master Plan Update Project would be required to comply with: (1) mitigation adopted as part of Final EIR No. 142 and (2) regulations associated with the NPDES permit that are applicable to industrial activities and runoff from developed areas that enter the City's urban storm water system.

Hoag is located outside the main groundwater basin of the Orange County Coastal Plain. Perched groundwater is present in the terrace deposits on the slope of the Lower Campus, but not in the Upper Campus. Final EIR No. 142 determined that potentially significant impacts to groundwater could be mitigated to a level considered less than significant. The proposed Master Plan Update Project would not alter the findings of the Final EIR and would require compliance with the adopted Mitigation Program.

Hoag is not within a 100-year flood hazard area. Therefore, no Hoag structures would be subject to flooding in such a flood event.

Thus, all issues related to hydrology and water quality are addressed in Final EIR No. 142. The proposed Master Plan Update Project would not affect the prior analyses, conclusions, or mitigation measures.

- **Land Use and Planning:** Hoag is currently developed with medical facilities and will not displace any land uses unrelated to its existing facilities. Further, the site is not in or contiguous to an NCCP area. Issues related to land use compatibility are addressed in this SEIR.
- **Mineral Resources:** Hoag does not contain any known mineral resources (Newport Beach 2006c). Therefore, all analyses related to the Hoag Master Plan and potential effects on mineral resources are contained in Final EIR No. 142; the proposed Master Plan Update Project would not alter the analyses or conclusions contained therein.
- **Noise:** Hoag is not located within any airport land use plan and is located more than two miles away from a public or public use airport or private airstrip. No further assessment of the effects of airport-related noise is required in the SEIR. Other potential noise impacts relative to the proposed Master Plan Update Project are addressed in this SEIR.
- **Population and Housing:** There is no existing or planned housing at Hoag. Therefore, no housing or persons would be displaced as a part of the implementation of the proposed Master Plan Update Project.
- **Public Services and Utilities:** With respect to schools, the change in intensity of the Upper Campus proposed as a part of the Master Plan Update Project would not result in impacts to schools. The Project is not proposing any uses that would generate additional students. As a part of the existing Master Plan approval, the Applicant provided a

0.28-acre public view park (Sunset View Park) and a 0.52-acre linear view park. The parks were provided as a community amenity; no park/recreational impacts were identified in Final EIR No. 142. The proposed Master Plan Update Project is not expected to have impacts to other public facilities or to utility service; no significant impacts were identified in Final EIR No. 142. All issues related to potential impacts of Hoag on public services and utilities were adequately addressed in Final EIR No. 142.

- **Transportation and Circulation:** No changes are proposed as a part of the Master Plan Project Update that would result in unsafe conditions to motorists or pedestrians due to design features or incompatible uses. With respect to parking, in accordance with the PC Text, all parking for Hoag must be provided on site in surface lots, subterranean lots, and/or parking structures. Parking requirements are set forth in the PC Text. The proposed Master Plan Update Project proposes PC Text amendments that would not alter the parking requirements associated with implementation of the proposed project. The Project would not affect air traffic patterns at the nearest public airport (John Wayne Airport).

Final EIR No. 142 noted that implementation of the Hoag Hospital Master Plan would contribute to an increased demand for public transit. Although Final EIR No. 142 did not consider this to be a significant impact, mitigation was incorporated to ensure transit service accessibility for Hoag employees, visitors, and patrons. The proposed Master Plan Update Project would not conflict with any adopted policies supporting alternative transportation. Other transportation and circulation impacts relative to the proposed Master Plan Update Project are addressed in this SEIR.

## **1.8 ORGANIZATION OF THE SEIR**

This document has been divided into sections and is bound in two volumes. Volume I contains nine sections. Section 1.0 provides an overview of the proposed Master Plan Update Project and potential environmental impacts. Section 2.0 provides the Project Description, outlines the Project objectives, and details the intended uses of the SEIR. Sections 3.1 through 3.5 provide the environmental setting, impacts (both project-related and cumulative), and Mitigation Program associated with the topical areas. For each topical area, the thresholds for determining the significance of an impact have been identified. Section 4.0 addresses one alternative to the proposed Master Plan Update Project. Section 5.0 provides a discussion of potential growth-inducing impacts. All the mitigation measures identified in Final EIR No. 142 and this SEIR that are determined to be applicable to the future implementation of the Hoag Hospital Master Plan Update Project are compiled in Section 6.0 to facilitate a review of the measures proposed for adoption as part of this proposed Master Plan Update Project. Section 7.0 lists the persons and organizations consulted and those preparers and contributors who helped complete this document. The references used in preparing the document are contained in Section 8.0. A list of acronyms and glossary of terms are provided in Section 9.0.

Volume II of this SEIR contains the technical appendices. The technical appendices include technical studies prepared for the proposed Master Plan Update Project as well as the proposed PC Text amendments, Initial Studies, NOPs, and related comment letters.

## **1.9 REFERENCED DOCUMENTS AND AVAILABILITY OF STUDIES AND REPORTS**

The Hoag Memorial Hospital Presbyterian Master Plan Update Draft Supplemental EIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as other parties requesting a copy of the SEIR in

accordance with *Public Resources Code* §21092. The Notice of Completion for the EIR has also been filed with the State of California Department, Governor's Office of Planning and Research (OPR), as required by CEQA Guidelines §15085. Environmental comments and their responses are included as part of the environmental record for consideration by the decision makers for the project. During the 45-day public review period, the Draft SEIR and draft Development Agreement are available for review at the following locations. The Draft SEIR can also be accessed at the City of Newport Beach Web page: <http://www.city.newport-beach.ca.us>.

City of Newport Beach  
Planning Department  
3300 Newport Boulevard  
Newport Beach, California 92663

Corona del Mar Branch Library  
420 Marigold Avenue  
Corona del Mar, California 92625

Central Library  
1000 Avocado Avenue  
Newport Beach, California 92660

Mariners Branch Library  
1300 Irvine Avenue  
Newport Beach, California 92660

Balboa Branch Library  
100 East Balboa Boulevard  
Balboa, California 92661

Written or electronic comments on the Draft SEIR should be addressed to Mr. James Campbell with the City of Newport Beach Planning Department at the address provided above. Upon completion of the 45-day public review period, written responses to all significant environmental issues raised will be prepared and available for review prior to public hearings before the City of Newport Beach Planning Commission and City Council when certification of the Final SEIR will be considered. These environmental comments and their responses will be included as part of the environmental record for consideration by the decision makers for the project.

#### **1.10 SUMMARY OF SIGNIFICANT EFFECTS AND MITIGATION MEASURES THAT WOULD REDUCE OR AVOID THAT EFFECT**

Table 1-1 presents a summary of the potential environmental effects of the proposed Master Plan Update Project; measures to mitigate Project impacts to the extent feasible; and the status of effects following the implementation of the Mitigation Program. A more detailed evaluation of these issues is presented in Sections 3.1 through 3.5. If the text of the mitigation measure was deemed too lengthy to include in tabular format, it is briefly summarized in the table. All mitigation measures are listed in their entirety in the appropriate portion of Sections 3.1 through 3.5, and in Section 6.0. The Mitigation Program set forth in this SEIR includes the measures adopted as a part of Final EIR No. 142 that are still applicable to the proposed Master Plan Update; additional mitigation is identified as needed. Mitigation measure numbering reflects that provided in Resolution No. 92-43 for certification of Final EIR No. 142. Minor modifications to the mitigation measures are proposed to reflect the current status of the Master Plan Update Project; some of the mitigation measures in Final EIR No. 142 have been implemented and are no longer applicable. Measures that are no longer applicable are not identified in Table 1-1. ~~Strikeout text~~ is used to show deleted wording and *italic text* is used to show wording that has been added. Justification for all proposed modifications to the adopted Final EIR No. 142 mitigation measures is provided in Sections 3.1 through 3.5, and in Section 6.0.

**TABLE 1-1  
SUMMARY OF IMPACTS AND MITIGATION PROGRAM**

Impacts	Mitigation Program <sup>a</sup>	Level Of Significance After Implementation of Project Design Features, Conditions of Approval, or Mitigation
<b>3.1 Land Use and Planning</b>		
<p><b>Impact 3.1-1:</b> Implementation of development on the Upper Campus as proposed with the Master Plan Update Project would have no greater or different land use effect than the existing Master Plan, and would therefore not have a significant project impact. However, the Project will not alleviate the significant unavoidable land use impact to residences to the west of Hoag on the Upper Campus identified in Final EIR No. 142. As such, the significant and unavoidable land use compatibility impact identified in Final EIR No. 142 would continue to exist with buildout of Hoag under the proposed Master Plan Update Project scenario. This is not considered a new impact. The proposed Master Plan Update Project is considered compatible with land uses to the north, south, and east. No significant land use compatibility impacts would be associated with the Lower Campus.</p>	<p><b>Mitigation Measures Proposed For Revision</b></p> <p>24. The proposed project is subject to all applicable requirements of the City of Newport Beach General Plan, Zoning Code, and Local Coastal Program (LCP). Those requirements that are superseded by the PCDP and District Regulations are not considered applicable. The following discretionary approvals are required by the City of Newport Beach: EIR certification, <del>adoption of the Master Plan</del>, adoption of <i>an Amendment to the Planned Community Development Plan and District Regulations</i>, <i>adoption of an Amendment to the General Plan</i>, approval of <i>an Amendment to the Development Agreement</i>, <del>approval of a zone change to Planned Community District</del>, grading permits, and building permits for some facilities. The California Coastal Development Commission has the discretionary responsibility to issue a Coastal Development Permit for the Lower Campus <del>and a Local Coastal Program Amendment for the Lower Campus</del>.</p> <p>118. For any building subject to the issuance of the building permit by the <del>Office of the State Architect</del> California Office of Statewide Health Planning and Development (OSHPD), Hoag Hospital shall submit to OSHPD <del>the State Architect</del> a letter from the City of Newport Beach indicating that review of the <del>construction</del> development plans has been completed and that the plans are in compliance with all City requirements.</p>	<p>Significant Unavoidable Impact.</p>
<p><b>Impact 3.1-2:</b> The proposed Master Plan Update Project, as conditioned, would be consistent with the City's <i>General Plan</i>. The Project requires a General Plan Amendment, PC Text Amendment, and Development Agreement Amendment. As conditioned, the Project would not have significant impacts related to applicable plans and policies.</p>	<p>See above.</p>	<p>Less Than Significant</p>

**TABLE 1-1 (Continued)  
SUMMARY OF IMPACTS AND MITIGATION PROGRAM**

Impacts	Mitigation Program <sup>a</sup>	Level Of Significance After Implementation of Project Design Features, Conditions of Approval, or Mitigation
<b>3.2 Transportation and Circulation</b>		
<p><b>Impact 3.2-1:</b> The proposed Master Plan Update Project would generate fewer daily traffic trips than the number of daily trips associated with the 1992 Master Plan approved in Final EIR No. 142. When compared to the 1992 Master Plan, the proposed Master Plan Update Project would have the same or less impact at intersections in 2015 and 2025 when compared to the existing Master Plan. The proposed Master Plan Update Project would not result in a 0.01 or greater increase in ICU for intersections that currently exceed or are projected to exceed level of service standards of the Cities of Newport Beach or Costa Mesa. Therefore, the proposed Master Plan Update Project is not expected to cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system.</p>	<p><b>Construction Traffic: Mitigation Measures to Carry Forward</b></p> <p>101. In conjunction with the application for a grading permit, the Project Sponsor shall submit a construction phasing and traffic control plan for each phase of development. This plan would identify the estimated number of truck trips and measures to assist truck trips and truck movement in and out of the local street system (i.e., flagmen, signage, etc.). This plan shall consider scheduling operations affecting traffic during off-peak hours, extending the construction period and reducing the number of pieces of equipment used simultaneously. The plan will be reviewed and approved by the City Traffic Engineer prior to issuance of the grading permit.</p> <p>103. The Project Sponsor shall provide advance written notice of temporary traffic disruptions to affected area business and the public. This notice shall be provided at least two weeks prior to disruptions.</p> <p>104. The Project Sponsor shall ensure that construction activities requiring more than 16 truck (i.e., multiple axle vehicle) trips per hour, such as excavation and concrete pours, shall be limited between June 1 and September 1 to avoid traffic conflicts with beach and tourist traffic. At all other times, such activities shall be limited to 25 truck (i.e., multiple axle vehicle) trips per hour unless otherwise approved by the City Traffic Engineer. Haul operations will be monitored by the Public Works Department and additional restrictions may be applied if traffic congestion problems arise.</p> <p><b>Construction Traffic: Mitigation Measures Proposed for Revision</b></p> <p>102. The Project Sponsor shall ensure that all haul routes for import or export materials shall be approved by the City Traffic Engineer and procedures shall conform with Chapter 15 of the Newport Beach Municipal Code. <del>Such routes shall be included in the above construction traffic plan.</del></p>	<p>Less than Significant</p>



**TABLE 1-1 (Continued)  
SUMMARY OF IMPACTS AND MITIGATION PROGRAM**

Impacts	Mitigation Program <sup>a</sup>	Level Of Significance After Implementation of Project Design Features, Conditions of Approval, or Mitigation
	<p>108. Prior to issuance of any grading and building permit, the Project Sponsor shall submit a Trip Reduction Plan for construction crew members <i>where the number of construction employees would be 50 or greater</i>. This plan shall identify measures, such as ride-sharing and transit incentives, to reduce vehicle miles traveled by construction crews. The plan shall be reviewed and approved by the City Traffic Engineer.</p> <p><b>Project Traffic: Mitigation Measures to Carry Forward</b></p> <p>25. The Project Sponsor shall conduct a Traffic Phasing Ordinance (TPO) analysis for each Master Plan development project. The analysis shall identify potential intersection impacts, the proposed project traffic volume contributions at these impacted intersections, and the schedule for any intersection improvements identified as necessary by the study to ensure a satisfactory level of service as defined by the TPO. This report shall be approved by the City prior to commencement construction of the development project.</p> <p>29. The project shall comply with the City of Newport Beach Transportation Demand Management Ordinance approved by the City Council pursuant to the County's Congestion Management Plan.</p> <p><b>Project Traffic: Mitigation Measures Proposed for Revision</b></p> <p><del>27. Subsequent to completion of Phase I Master Plan development, the Project Sponsor shall conduct a project trip generation study to be reviewed and approved by the City Traffic Engineer. This study shall analyze whether the traffic to be generated by the subsequent phases of development (Phases II and III) will exceed 1,856 P.M. peak hour trips when added to the trips generated by the existing (including Phase I) Hoag Hospital development. This study shall be conducted prior to the issuance of any grading or building permits for Phase II or III development. For the Master Plan Development Project, the Project Sponsor</del></p>	

**TABLE 1-1 (Continued)  
SUMMARY OF IMPACTS AND MITIGATION PROGRAM**

Impacts	Mitigation Program <sup>a</sup>	Level Of Significance After Implementation of Project Design Features, Conditions of Approval, or Mitigation
	<p><i>shall conduct a project trip generation study prepared in accordance with the Traffic Phasing Ordinance (TPO) guidelines and to be reviewed and approved by the City Traffic Engineer Prior to permit issuance for future phases.</i></p> <p>28. The Project Sponsor shall continue to comply with all applicable regulations adopted by the South Coast Air Quality Management District that pertain to trip reductions such as <del>Regulation 15</del> <i>Rule 2202.</i></p> <p>30. In order to ensure accessibility to the available transit services for employees, visitors and patrons of the Hospital, the following transit amenities shall be incorporated into the Master Plan Project:</p> <ul style="list-style-type: none"> <li>• Bus turnouts shall be installed if, <del>and as</del> required by the City Traffic Engineer, after City consultation with OCTA, at all current bus stop locations adjacent to the project site. Bus turnouts shall be installed in accordance with standard design guidelines as indicated in OCTA's <u>Design Guidelines for Bus Facilities.</u></li> </ul> <p>34. Depending on actual site build-out, intersection improvements may be required at the <i>Hoag Drive-Placentia Avenue/Hospital Road intersection (Upper Campus access), Newport Boulevard/Hospital Road intersection, and at the <del>WCH</del> Hoag Drive/West Coast Highway intersection (Lower Campus access).</i> The need for these improvements shall be assessed during subsequent traffic studies to be conducted in association with Mitigation Measure 25. <i>Improvements could include restriping, traffic signal timing, etc.</i></p> <p>35. As each <del>phase of the</del> Master Plan <i>Project</i> is constructed, the Project Sponsor shall provide each new employee a packet outlining the available ridesharing services and programs and the number of the Transportation Coordinator. All new employees shall be included in the yearly update of the trip reduction plan for Hoag Hospital, <del>as required by Regulation XV</del> <i>in compliance with the City of Newport Beach Trip Reduction Plan.</i></p>	

**TABLE 1-1 (Continued)  
SUMMARY OF IMPACTS AND MITIGATION PROGRAM**

Impacts	Mitigation Program <sup>a</sup>	Level Of Significance After Implementation of Project Design Features, Conditions of Approval, or Mitigation
	<p>38. Prior to the issuance of <del>grading and</del> building permits for each Master Plan development, the Project Sponsor shall provide evidence that site plans incorporate the site development requirements of Ordinance No. 91-16, as appropriate, to the Traffic Engineering Division and Planning Department for review and Planning Commission approval. Requirements outlined in the Ordinance include:</p> <ul style="list-style-type: none"> <li>a. A minimum of five percent of the provided parking at new facilities shall be reserved for carpools. These parking spaces shall be located near the employee entrance or at other preferred locations.</li> <li>b. A minimum of two bicycle lockers per 100 employees shall be provided. Additional lockers shall be provided at such time as demand warrants.</li> <li>c. A minimum of one shower and two lockers shall be provided.</li> <li>d. Information of transportation alternatives shall be provided to all employees.</li> <li>e. A rideshare vehicle loading area shall be designated in the parking area.</li> <li>f. The design of all parking facilities shall incorporate provisions for access and parking of vanpool vehicles.</li> <li>g. Bus stop improvements shall be coordinated with the Orange County Transportation Authority, consistent with the requirements of Mitigation Measure 30 <del>required for developments located along arterials where public transit exists or is anticipated to exist within five years.</del></li> <li>h. The exact number of each of the above facilities shall be determined by the City during review of <del>grading and</del> building permit applications for each development project. The types and numbers of facilities required of the project will reflect the content of the Ordinance at the time that a permit application is deemed complete by the Planning Department.</li> </ul>	

**TABLE 1-1 (Continued)  
SUMMARY OF IMPACTS AND MITIGATION PROGRAM**

Impacts	Mitigation Program <sup>a</sup>	Level Of Significance After Implementation of Project Design Features, Conditions of Approval, or Mitigation
<p><b>Impact 3.2-2:</b> Based on the significance criteria for CMP intersections, the proposed Master Plan Update Project would not significantly impact the one CMP intersection within the traffic study area.</p>	<p>No mitigation required.</p>	<p>Less than Significant</p>
<p><b>Impact 3.2-3:</b> Implementation of the proposed Master Plan Update Project would not result in any significant impacts related to on-site circulation or access, and therefore would not significantly impact any emergency response evacuation plans.</p>	<p><b>Site Access and Circulation: Mitigation Measures to Carry Forward</b></p> <p>33. Prior to issuance of precise grading permits for Master Plan development that includes new, or modifications to existing, internal roadways (other than service roads), the Project Sponsor will prepare an internal circulation plan for submittal to and approval by the Director of Public Works that identifies all feasible measures to eliminate internal traffic congestion and facility's ingress and egress to the site. All feasible measures identified in this study shall be incorporated into the site plan.</p> <p>91. Prior to the issuance of grading permits, emergency fire access to the site shall be approved by the City Public Works and Fire Department.</p> <p>95. Prior to issuance of building permits, the Project Sponsor shall demonstrate to the City Fire Department that all existing and new access roads surrounding the project site shall be designated as fire lanes, and no parking shall be permitted unless the accessway meets minimum width requirements of the Public Works and Fire Departments. Parallel parking on one side may be permitted if the road is a minimum 32 feet in width.</p>	<p>Less than Significant</p>
<p><b>Impact 3.2-4:</b> All future development projects at Hoag would be required to comply with the parking requirements set forth in the PC Text and are subject to approval by the City. No significant parking impacts are attributable to the proposed Master Plan Update project.</p>	<p><b>Parking: Mitigation Measures to Carry Forward</b></p> <p>32. Prior to issuance of approvals for development projects, the applicant shall submit to the City Traffic Engineer for his/her review and approval, a study that identifies the appropriate parking generation rates. The findings of this study shall be based on empirical or survey data for the proposed parking rates.</p>	<p>Less than Significant</p>

**TABLE 1-1 (Continued)  
SUMMARY OF IMPACTS AND MITIGATION PROGRAM**

Impacts	Mitigation Program <sup>a</sup>	Level Of Significance After Implementation of Project Design Features, Conditions of Approval, or Mitigation
<p><b>Impact 3.2-5:</b> The proposed Master Plan Update Project would not conflict with any goals or policies of the <i>City of Newport Beach General Plan</i>.</p>	<p>No mitigation required.</p>	<p>No Impact</p>
<p><b>3.3 Air Quality</b></p>		
<p><b>Impact 3.3-1:</b> Although the proposed Master Plan Update project would not generate any significant air quality impacts not previously disclosed in Final EIR No. 142, grading and demolition activities associated with the proposed Master Plan Update project may result in significant short-term PM10 impacts and would be expected to result in significant short-term NOx impacts. VOC emission thresholds are expected to be exceeded during the application of architectural coatings. Sensitive receptors could be affected by the increase in emissions over existing conditions. These short-term impacts would be reduced with proposed mitigation, but not to a level considered less than significant. Diesel particulate matter emissions would be less than significant.</p>	<p><b>Construction Emissions: Mitigation Measures to Carry Forward</b></p> <p>82. Before the issuance of building permits, the Project Sponsor shall submit plans to the Building Department, City of Newport Beach demonstrating compliance with all applicable District Rules, including Rule 401 and Visible Emissions, Rule 402, Public Nuisance.</p> <p>89. The Project Sponsor shall demonstrate to the City Building Department that methods and materials which minimize VOC emissions have been employed where practical, available and where value engineering allows it to be feasible.</p> <p>106. Project Sponsor shall ensure that all project related grading shall be performed in accordance with the City of Newport Beach Grading Ordinance, which contains procedures and requirements relative to dust control, erosion and siltation control, noise, and other grading related activities.</p> <p>110. The Project Sponsor shall ensure that low emission mobile and stationary equipment is utilized during construction, and low sulfur fuel is utilized in stationary equipment, when available. Evidence of this fact shall be provided to the City of Newport Beach prior to issuance of any grading or building permit.</p> <p><b>Construction Emissions: New Mitigation Measures</b></p> <p>MM 3.3-1: During construction of the Project, the Applicant and its Contractors shall be required to comply with regional rules, which assist in reducing short-term air pollutant emissions. The South Coast Air Quality Management District's (SCAQMD) Rule 403 requires that fugitive dust be controlled with best available control</p>	<p>Significant Unavoidable Impact</p>

**TABLE 1-1 (Continued)  
SUMMARY OF IMPACTS AND MITIGATION PROGRAM**

Impacts	Mitigation Program <sup>a</sup>	Level Of Significance After Implementation of Project Design Features, Conditions of Approval, or Mitigation
	<p>measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Two options are presented in Rule 403: monitoring of particulate concentrations or active control. Monitoring involves a sampling network around the project with no additional control measures unless specified concentrations are exceeded. The active control option does not require any monitoring, but requires that a list of measures be implemented starting with the first day of construction. (Refer to Section 3.3 for full text of MM 3.3-1.)</p> <p>MM 3.3-2: Prior to issuance of each grading permit, the Applicant shall include the following notes on the Contractor Specifications submitted for review and approval by the City of Newport Beach Department of Public Works:</p> <p>To reduce construction equipment emissions, the following measures shall be implemented:</p> <ul style="list-style-type: none"> <li>• Maintain construction equipment engines by keeping them tuned.</li> <li>• Use existing power sources (i.e., power poles) when available. This measure would minimize the use of higher polluting gas or diesel generators.</li> <li>• Configure construction parking to minimize traffic interference.</li> <li>• Minimize obstruction of through-traffic lanes. Construction shall be planned so that lane closures on existing streets are kept to a minimum.</li> <li>• Schedule construction operations affecting traffic for off-peak hours when possible.</li> <li>• Develop a Traffic Plan to minimize traffic flow interference from construction activities (the plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service).</li> </ul> <p>MM 3.3-3: Prior to issuance of each building permit for the proposed Master Plan Update Project, the Applicant shall include the following notes on the Contractor Specifications submitted for</p>	

**TABLE 1-1 (Continued)  
SUMMARY OF IMPACTS AND MITIGATION PROGRAM**

Impacts	Mitigation Program <sup>a</sup>	Level Of Significance After Implementation of Project Design Features, Conditions of Approval, or Mitigation
	review and approval by the City of Newport Beach Building Department: <ul style="list-style-type: none"> <li>• Minimize the amount of paint used by using pre-coated, pre-colored, and naturally colored building materials.</li> <li>• Use high-transfer efficiency painting methods such as HVLP (High Volume Low Pressure) sprayers and brushes/rollers were possible.</li> </ul>	
<p><b>Impact 3.3-2:</b> Based on the modeling from the AQMP and the fact that the proposed Master Plan Update project would not substantially affect intersection operation, in terms of CO generation, all intersections in the vicinity would not be expected to experience CO concentrations in excess of the State standards. The Master Plan Update Project would not result in any changes in air pollutant emissions from stationary on-site sources that could affect local air quality in the vicinity of Hoag. Therefore, the project would not result in a significant local air quality impact.</p>	No mitigation required.	Less than Significant
<p><b>Impact 3.3-3:</b> Although the proposed Master Plan update Project would not result in a significant impact when compared to the air quality impacts identified for the existing Master Plan in Final EIR No. 142, implementation of the proposed Master Plan Update Project would result in an exceedance of SCAQMD's thresholds of significance for three criteria pollutants: CO, VOC, and NOx.</p>	<p><b>Operational Emissions–Energy Efficiency: Mitigation Measures to Carry Forward</b></p> <p>37. Prior to the issuance of grading and building permits for each phase of development, the project proponent shall provide evidence for verification by the Planning Department that energy efficient lighting has been incorporated into the project design.</p> <p>88. The Project Sponsor shall submit plans to the City Building Department prior to the issuance of a building permit for each phase of development, verifying that energy efficiency will be achieved by incorporating appropriate technologies and systems into future structures, which may include:</p> <ul style="list-style-type: none"> <li>• High efficiency cooling/absorption units</li> <li>• Thermal storage and ceramic cooling towers</li> <li>• Cogeneration capabilities</li> <li>• High efficiency water heaters</li> </ul>	Significant Unavoidable Impact

**TABLE 1-1 (Continued)  
SUMMARY OF IMPACTS AND MITIGATION PROGRAM**

Impacts	Mitigation Program <sup>a</sup>	Level Of Significance After Implementation of Project Design Features, Conditions of Approval, or Mitigation
	<ul style="list-style-type: none"> <li>• Energy efficient glazing systems</li> <li>• Appropriate off-hour heating/cooling/lighting controls</li> <li>• Time clocks and photovoltaic cells for lighting controls</li> <li>• Efficient insulation systems</li> <li>• Light colored roof and building exteriors</li> <li>• PL lighting and fluorescent lighting systems</li> <li>• Motion detector lighting controls</li> <li>• Natural interior lighting—skylights, clerestories</li> <li>• Solar orientation, earth berming and landscaping</li> </ul> <p>96. Prior to issuance of a building permit, the Project Sponsor shall demonstrate to the City that the thermal integrity of new buildings is improved with automated time clocks or occupant sensors to reduce the thermal load.</p> <p>97. Prior to issuance of a building permit, the Project Sponsor shall demonstrate to the City that window glazing, wall insulation, and efficient ventilation methods have been incorporated into building designs.</p> <p>98. Prior to issuance of a building permit, the Project Sponsor shall demonstrate that building designs incorporate efficient heating units and other appliances, such as water heater, cooking equipment, refrigerators, furnaces and boiler units.</p> <p>99. Prior to issuance of a building permit, the Project Sponsor shall incorporate into building designs, where feasible, passive solar designs and solar heaters.</p> <p><b>Operational Emissions: Mitigation Measures Proposed for Revision</b></p> <p>36. Prior to the issuance of grading permits for each phase of development, the Project Sponsor shall provide evidence for verification by the Planning Department that the necessary permits have been obtained from the SCAQMD for regulated commercial equipment incorporated within each phase. An air</p>	



**TABLE 1-1 (Continued)  
SUMMARY OF IMPACTS AND MITIGATION PROGRAM**

Impacts	Mitigation Program <sup>a</sup>	Level Of Significance After Implementation of Project Design Features, Conditions of Approval, or Mitigation
	<p>quality analysis shall be conducted prior to each phase of development for the proposed mechanical equipment contained within that phase that identifies additional criteria pollutant emissions generated by the mechanical equipment to be installed in the phase. If the new emissions, when added to existing project emissions could result in impacts not previously considered or significantly change the land use impact, appropriate CEQA documentation shall be prepared prior to issuance of any permits for that phase of development. Each subsequent air quality analysis shall be reviewed and approved by the SCAQMD.</p> <p>38. Prior to the issuance of grading and building permits for each phase of Master Plan development, the Project Sponsor shall provide evidence that site plans incorporate the site development requirements of Ordinance No. 91-16, as appropriate, to the Traffic Engineering Division and Planning Department for review and Planning Commission approval. Requirements outlined in the Ordinance include (Refer to Section 3.3 for full text of MM 38).</p>	
<b>Impact 3.3-4:</b> Ongoing operation of the cogeneration facility would have a less than significant impact health risk impact based on the criteria set forth by the SCAQMD.	No mitigation required.	Less than Significant
<b>Impact 3.3-5:</b> The proposed project is consistent with the relevant goals and policies related to air quality.	No mitigation required.	No Impact
<b>3.4 Noise</b>		
<b>Impact 3.4-1:</b> Construction noise represents a short-term effect on ambient noise levels. Construction activities conducted consistent with the City of Newport Beach Noise Ordinance is not considered a significant impact.	<p><b>Construction Activities: Standard Conditions and Requirements</b></p> <p>SC 3.4-1: During construction, the Applicant shall ensure that all noise generating activities are limited to the hours of 7 AM to 6:30 PM on weekdays and 8:00 AM to 6:00 PM on Saturdays. No noise generating activities shall occur on Sundays or national holidays in accordance with the City of Newport Beach Noise Ordinance.</p>	Less Than Significant

**TABLE 1-1 (Continued)  
SUMMARY OF IMPACTS AND MITIGATION PROGRAM**

Impacts	Mitigation Program <sup>a</sup>	Level Of Significance After Implementation of Project Design Features, Conditions of Approval, or Mitigation
	<p><b>Construction Activities: Mitigation Measures to Carry Forward</b></p> <p>111. The Project Sponsor shall ensure that all internal combustion engines associated with construction activities shall be fitted with properly maintained mufflers and kept in proper tune.</p>	
<p><b>Impact 3.4-2:</b> Project demolition and construction activities associated with the proposed Master Plan Update Project would generate vibration. This impact is considered significant.</p>	<p><b>Construction Activities: New Mitigation Measures</b></p> <p>MM 3.1-2: Prior to the initiation of vibration-generating demolition and construction activities, the Hoag construction project manager shall notify building/department representatives that these activities are planned. This notification will allow for the relocation of vibration-sensitive equipment in portions of buildings that could be affected.</p> <p>The Hoag construction staff shall work with the project contractor to schedule demolition and construction activities that use heavy equipment and are located within 50 feet of buildings where vibration-sensitive medical procedures occur, such that demolition and construction activities are not scheduled concurrent with sensitive medical operations. A system of communications would be established between selected vibration-sensitive uses/areas and the construction managers to avoid noise or vibration affecting patient care or research activities.</p>	<p>Less Than Significant</p>
<p><b>Impact 3.4-3:</b> The proposed Master Plan Update Project would not result in a project-specific or contribute to a cumulative traffic noise increase along a roadway segment that adjacent to a noise sensitive land use.</p>	<p>No mitigation is required.</p>	<p>Less than Significant</p>
<p><b>Impact 3.4-4:</b> Prior to mitigation, on-site activities could result in significant noise impacts thereby impacting sensitive receptors.</p>	<p><b>Operational Activities–Emergency Vehicles: Mitigation Measures to Carry Forward</b></p> <p>42. The City of Newport Beach shall send a letter to each emergency vehicle company that delivers patients to Hoag Hospital requesting that, upon entrance to either the Upper or Lower Campus, emergency vehicles turn off their sirens to help</p>	<p>All on-site activities would generate less than significant noise impacts with the exception of loading dock area activities. Loading dock area activities would generate a significant unavoidable noise impact.</p>

**TABLE 1-1 (Continued)  
SUMMARY OF IMPACTS AND MITIGATION PROGRAM**

Impacts	Mitigation Program <sup>a</sup>	Level Of Significance After Implementation of Project Design Features, Conditions of Approval, or Mitigation
	<p>minimize noise impacts to adjacent residents. Hoag Hospital will provide the City with a list of all emergency vehicle companies that deliver to Hoag Hospital.</p> <p>117. Use of the heliport/helipad shall be limited to emergency medical purposes or the transportation of critically ill patients in immediate need of medical care not available at Hoag Hospital. Helicopters shall, to the extent feasible, arrive at, and depart from the helipad, from the northeast, to mitigate noise impacts on residential units to the west and south.</p> <p><b>Operational Activities—Loading Dock Activities: Mitigation Measures to Carry Forward</b></p> <p>119. Non-vehicular activities, such as the operation of the trash compactor, which occur in the vicinity of the service/access road shall be operated only between the hours of 7:00 AM and 7:00 PM daily.</p> <p><b>Operational Activities—Mechanical Equipment: New Mitigation Measures</b></p> <p>MM 3.4-2: The final HVAC plans for the Ancillary Building and West Tower shall be submitted to the City for review and approval. The plans shall be reviewed by an Acoustical Engineer to ensure that they will achieve 58 dBA (Leq) at the property line adjacent to the loading dock area. These plans need to be submitted within six months of the certification of the Hoag Memorial Hospital Presbyterian Master Plan Update Final Supplemental EIR (SEIR). If Hoag does not pursue the redesign of the HVAC systems for the Ancillary Building and West Tower, Hoag shall submit to the City within six months of the certification of the Final SEIR a plan detailing how Hoag will bring the current equipment into compliance with the 58 dBA nighttime noise limit when measured at the property line adjacent to the loading dock area.</p>	

**TABLE 1-1 (Continued)  
SUMMARY OF IMPACTS AND MITIGATION PROGRAM**

Impacts	Mitigation Program <sup>a</sup>	Level Of Significance After Implementation of Project Design Features, Conditions of Approval, or Mitigation
	<p>MM 3.4-3: Prior to issuance of building permits for any project that includes HVAC equipment an acoustical study of the noise generated by the HVAC equipment shall be performed. This report shall present the noise levels generated by the equipment and methodology used to estimate the noise levels at nearby residential uses or property boundary, as applicable, and demonstrate that combined noise levels generated by all new HVAC equipment does not exceed the applicable Development Agreement limits. This study shall be reviewed and approved by the City prior to issuance of building permits. After installation of the equipment noise measurements shall be performed and provided to the City demonstrating compliance with applicable noise level limits.</p> <p>MM 3.4-4: Truck deliveries to the loading dock area are restricted to the hours of 7:00 AM to 8:00 PM. It is noted that special situations may arise that require the delivery outside of these hours.</p> <p>MM 3.4-5: Sound absorption panels on the east wall of the loading dock shall be installed. Approximately 450 square feet of absorptive panels shall be used to cover major portions of the back wall of the loading dock area. The Noise-Foil panels by Industrial Acoustics or a panel with an equivalent or better sound rating shall be used.</p> <p>MM 3.4-6: The trash compactor shall be relocated within the loading dock. The trash compactor and baler shall be enclosed in a three-sided structure. The walls shall be concrete block or similar masonry construction. The roof shall be lightweight concrete roof or a plywood surface with concrete tiles; a built-up roof with 5 feet 5 inches of insulation on the inside would be acceptable alternative. The open side shall face away from the residents. Doors may be on the side of the enclosure facing the residents, but must be closed when the baler or compactor are operating. The compactor and baler should only be operated between the hours of 7:00 AM and 7:00 PM.</p>	

**TABLE 1-1 (Continued)  
SUMMARY OF IMPACTS AND MITIGATION PROGRAM**

Impacts	Mitigation Program <sup>a</sup>	Level Of Significance After Implementation of Project Design Features, Conditions of Approval, or Mitigation
	MM 3.5-7: "No Idling" signs shall be posted in the loading dock area and any area where the trucks might queue.	
<p><b>Impact 3.4-5:</b> Prior to mitigation, future on-site land uses could be impacted from traffic noise.</p>	<p><b>Operational Activities–Mechanical Equipment: New Mitigation Measures</b></p> <p>MM 3.4-10: Prior to the issuance of building permits for any Hoag patio use proposed to be located closer to the roadway than the 65 CNEL contour distance shown in Table 3.4-8, a detailed acoustical analysis study shall be prepared by a qualified acoustical consultant and submitted to the City for review and approval. The acoustical analysis report shall describe and quantify the noise sources impacting the area and the measures required to meet the 65 CNEL exterior residential noise standard. The final building plans shall incorporate the noise barriers (wall, berm or combination wall/berm) required by the analysis and Hoag shall install these barriers prior to issuance of a Certificate of Occupancy.</p> <p>MM 3.4-11: Prior to issuance of building permits, a detailed acoustical study using architectural plans shall be prepared by a qualified acoustical consultant and submitted to and approved by the City for Hoag buildings proposed to be located closer to the roadway than the 65 CNEL contour distance shown in Table 3.4-8, and for office buildings proposed to be located closer to the roadway than the 70 CNEL contour distance (Table 3.4-8). This report shall describe and quantify the noise sources impacting the building(s), the amount of outdoor-to-indoor noise reduction provided by the design in the architectural plans, and any upgrades required to meet the City's interior noise standards (45 CNEL for hospital uses and 50 CNEL for office uses). The measures described in the report shall be incorporated into the architectural plans for the buildings and implemented with building construction.</p>	Less Than Significant
<p><b>Impact 3.4-6:</b> As identified, the proposed Master Plan Update Project would be considered consistent with the relevant goals and polices related to noise.</p>	No mitigation required.	No Impact

**TABLE 1-1 (Continued)  
SUMMARY OF IMPACTS AND MITIGATION PROGRAM**

Impacts	Mitigation Program <sup>a</sup>	Level Of Significance After Implementation of Project Design Features, Conditions of Approval, or Mitigation
<b>3.5 Aesthetics</b>		
<p><b>Impacts 3.5-1 and 3.5-2:</b> Final EIR No. 142 identified that the Master Plan would not result in significant aesthetic or visual impacts. The Final EIR found that as an individual project effect, shade and shadow impacts were considered less than significant. The proposed Master Plan Update Project would not result in any significant visual impacts either prior to or after mitigation that were not previously identified in Final EIR No. 142. Impacts associated with the Project would be no greater than identified in Final EIR. 142.</p>	<p><b>Mitigation Measures to Carry Forward</b></p> <p>43. Prior to issuance of grading permits, the Project Sponsor shall ensure that a landscape and irrigation plan is prepared for each building/improvement within the overall Master Plan. This plan shall be prepared by a licensed landscape architect. The landscape plan shall integrate and phase the installation of landscaping with the proposed construction schedule. The plan shall be subject to review by the Parks, Beaches, and Recreation Department and approval by the Planning Department and Public Works Department.</p> <p>45. Prior to issuance of a building permit, the Project Sponsor shall submit plans to the City Planning Department which illustrate that all mechanical equipment and trash areas will be screened from public streets, alleys and adjoining properties.</p> <p>46. Prior to issuance of building permits, the Project Sponsor shall submit plans which illustrate that major mechanical equipment will not be located on the rooftop of any structure on the Lower Campus. Rather, such buildings will have clean rooftops. Minor rooftop equipment necessary for operating purposes will comply with all building height criteria, and shall be concealed and screened to blend into the building roof using materials compatible with building materials.</p> <p>48. Prior to issuance of a building permit for any Lower Campus structure, the Project Sponsor shall prepare a study of each proposed building project to assure conformance with the EIR view impact analysis and the PCDP and District Regulations, to ensure that the visual impacts identified in the EIR are consistent with actual Master Plan development. This analysis shall be submitted to and approved by the City Planning Department.</p>	<p>Less than Significant</p>

**TABLE 1-1 (Continued)  
SUMMARY OF IMPACTS AND MITIGATION PROGRAM**

Impacts	Mitigation Program <sup>a</sup>	Level Of Significance After Implementation of Project Design Features, Conditions of Approval, or Mitigation
<p><b>Impact 3.5-3:</b> As an existing 24-hour land use, Hoag has existing night lighting. Ongoing development of Hoag would not result in significant new sources of lighting or glare.</p>	<p><b>Lighting: Standard Conditions and Requirements</b></p> <p>SC 3.5-1: Lighting shall be in compliance with applicable standards of the Zoning Code. Exterior on-site lighting shall be shielded and confined within site boundaries. No direct rays or glare are permitted to shine onto public streets or adjacent sites or create a public nuisance. "Walpak" type fixtures are not permitted. Parking area lighting shall have zero cut-off fixtures and light standards shall not exceed 30 feet in height.</p> <p>SC 3.5-2: The site shall not be excessively illuminated based on the luminance recommendations of the Illuminating Engineering Society of North America, or, if in the opinion of the Planning Director, the illumination creates an unacceptable negative impact on surrounding land uses or environmental resources. The Planning Director may order the dimming of light sources or other remediation upon finding that the site is excessively illuminated.</p> <p>SC 3.5-3: Prior to the issuance of a building permit, the applicant shall prepare photometric study in conjunction with a final lighting plan for approval by the Planning Department.</p> <p>SC 3.5-4: Prior to issuance of the certificate of occupancy or final of building permits, the applicant shall schedule an evening inspection by the Code and Water Quality Enforcement Division to confirm control of light and glare.</p>	<p>Less than Significant</p>
<p><b>Impact 3.5-4:</b> The proposed project is consistent with the goals and policies set forth in General Plan.</p>	<p>No mitigation required.</p>	<p>No Impact</p>
<p><sup>a</sup> Mitigation measure numbering reflects that provided in Resolution No. 92-43 for certification of Final EIR No. 142. Minor modifications to the mitigation measures are proposed to reflect the current status of the Master Plan Update Project; some of the mitigation measures in Final EIR No. 142 have been implemented and are no longer applicable. <del>Strikeout text</del> is used to show deleted wording and <i>italic text</i> is used to show wording that has been added. Justification for all proposed modifications to the adopted Final EIR No. 142 mitigation measures is provided in Sections 3.1 through 3.5, and in Section 6.0</p>		