SECTION 6.0
MITIGATION PROGRAM

The following provides a comprehensive listing of all measures that would be applicable to the proposed Master Plan Update Project. 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status of development at Hoag; some of the mitigation measures in Final EIR No. 142 have been implemented and are no longer applicable. ~~Strikeout text~~ is used to show deleted wording and *italic text* is used to show wording that has been added. Additional mitigation for the proposed Master Plan Update Project is also identified.

6.1 AESTHETICS

6.1.1 FINAL EIR NO. 142 PREVIOUSLY ADOPTED MITIGATION MEASURES

Standard Conditions and Requirements

SC3.5-1 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.

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.

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.

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.

Mitigation Measures to Carry Forward

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.

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.

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.

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.

Mitigation Measures No Longer Required

44. Prior to issuance of a building permit, the Project Sponsor shall submit plans to, and obtain the approval of plans from, the City Planning Department which detail the lighting system for all buildings and window systems for buildings on the western side of the Upper Campus. The systems shall be designed and maintained in such a manner as to conceal light sources and to minimize light spillage and glare to the adjacent residential areas. The plans shall be prepared and signed by a licensed electrical engineer, with a letter from the engineer stating that, in his or her opinion, these requirements have been met.

Rationale: This mitigation measure would be replaced by standard conditions (identified above) used by the City of Newport Beach. These standard conditions supersede Mitigation Measure 44.

116. The Project Sponsor shall pay 75 percent of the cost of planting thirty 24-inch ficus trees (or the equivalent) in the berm between the service road and Villa Balboa southerly of the tennis courts. Planting shall occur on Villa Balboa property.

Rationale: This mitigation measure was adopted as part of the certification of Final EIR No. 142 and has already been implemented. Therefore, this measure would no longer need to be tracked through mitigation monitoring.

123. The design of the critical care/surgery addition shall incorporate screening devices for the windows which face the Villa Balboa area for the purpose of providing privacy for residents, so long as these screening devices can be designed to meet the Hospital Building Code requirements regarding the provision of natural light to the facility.

Rationale: Mitigation Measure 123 required screening devices for the windows of critical care/surgery that faced the Villa Balboa area because it would have encroached into the minimum building setback. The critical care/surgery facility is not being implemented; therefore, this measure no longer applies. Should other uses be proposed in the location where the critical care/surgery facility would have been implemented, the site plan review process would identify the need for specific screening requirements. However, at the Master Plan level, this measure is no longer required.

6.2 AIR QUALITY AND HUMAN HEALTH RISK

6.2.1 FINAL EIR NO. 142 PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measures to Carry Forward

Short-Term Construction Emissions

82.[1] 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, Visible Emissions, and Rule 402, Public Nuisance.

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.

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.

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.

Long-Term Operational: Energy Efficiency

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.

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:

- High efficiency cooling/absorption units
- Thermal storage and ceramic cooling towers
- Cogeneration capabilities
- High efficiency water heaters
- Energy efficient glazing systems
- Appropriate off-hour heating/cooling/lighting controls
- Time clocks and photovoltaic cells for lighting controls
- Efficient insulation systems
- Light colored roof and building exteriors
- PL lighting and fluorescent lighting systems
- Motion detector lighting controls
- Natural interior lighting—skylights, clerestories
- Solar orientation, earth berming and landscaping

[1] Measure 82 also serves as an energy efficiency mitigation measure.

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.

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.

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.

99. Prior to issuance of a building permit, the Project Sponsor shall incorporate into building designs, where feasible, passive solar designs and solar heaters.

Mitigation Measures Proposed for Revision

Long-Term Operational

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 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~~.

    Rationale: Mitigation Measure 36 requires verification of necessary permits from the SCAQMD for regulated equipment. It further states that if the new emissions result in impacts not previously considered or that will significantly change the land use impact, appropriate CEQA documentation shall be prepared prior to issuance of any permits for that phase of development. This mitigation measure is combining two processes. The SCAQMD would review the data pertaining to the use of regulated equipment. In order for the Applicant to receive the required permit, the project would need to meet the SCAQMD-established standards. The issue pertaining to new significant impacts associated with emissions or land use impacts would not be within SCAQMD's jurisdiction, so to avoid confusion this portion of the mitigation measure is recommended for deletion. The City of Newport Beach would continue to be responsible for ensuring that appropriate CEQA documentation is prepared.

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:

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.

b. A minimum of two bicycle lockers per 100 employees shall be provided. Additional lockers shall be provided at such time as demands warrants.

c. A minimum of one shower and two lockers shall be provided.

d. Information of transportation alternatives shall be provided to all employees.

e. A rideshare vehicle loading area shall be designated in the parking area.

f. The design of all parking facilities shall incorporate provisions for access and parking of vanpool vehicles.

g. Bus stop improvements shall be *coordinated with the Orange County Transportation Authority, consistent with the requirements of Mitigation Measure 30* ~~required for developments located along arterials where public transit exists or is anticipated to exist within five years~~.

The exact number of each of the above facilities within each phase of the Master Plan shall be determined by the City during review of grading and building permit applications for each phase. The types and numbers of facilities required of each phase will reflect the content of the Ordinance at the time that a permit application is deemed complete by the Planning Department.

Rationale: For Mitigation Measure 38, a revision to item "g" is proposed to cross-reference Mitigation Measure 30, which pertains to bus turnouts. The location and design of bus turnouts is within jurisdiction of the Orange County Transportation Authority (OCTA).

Mitigation Measures No Longer Required

Short-Term Construction Emissions

87. The Project Sponsor shall submit plans to the City Building Department verifying that all roadways associated with the development of the Master Plan will be paved early in the project, as a part of Phase I Master Plan development construction activities.

Rationale: Mitigation Measure 87 was adopted as a part of Final EIR No. 142 and has been implemented; all roads are paved.

105. The project sponsor shall ensure that all trucks used for hauling material shall be covered to minimize material loss during transit.

Rationale: Mitigation Measure 105 is covered by the California Vehicle Code that requires covering or adequate freeboard (i.e., the height of the side wall above the load) to minimize material loss.

106. Project sponsor shall ensure that all project related grading shall be performed with the Newport Beach Grading Ordinance which contains procedures and requirements relative to dust control, erosion and siltation control, noise, and other grading related activities.

Rationale: Mitigation Measure 106 addresses compliance with the City's Grading Ordinance which is required of all grading activity in the City.

107. Prior to issuance of grading permits, the project sponsor shall demonstrate compliance with SCAQMD Rule 403 which will require watering during earth moving operations. To further reduce dust generation, grading should not occur when wind speeds exceed 20 miles per hour (MPH), and soil binders should be spread on construction sites or unpaved areas. Additional measures to control fugitive dust include street sweeping of roads used by construction vehicles and wheel washing before construction vehicles leave the site.

Rationale: SCAQMD's Rule 403 has been amended since adoption of Final EIR No. 142. Mitigation Measure 3.3-1 reflects current requirements and is recommended to replace Mitigation Measure 107.

109. Prior to issuance of a grading permit for each phase of construction the Project Sponsor shall submit an analysis to the City Building Department that documents the criteria emissions factors for all stationary equipment to be used during that phase of construction. The analysis shall utilize emission factors contained in the applicable SCAQMD Handbook. The analysis shall also be submitted to the City of Newport Beach Planning Department for review and approval.

Rationale: Mitigation Measure 109 is proposed for deletion because it is vague. Mitigation Measure 3.3-2, below, would achieve the same results (or better) and provides a greater level of specificity.

121. Prior to issuance of a grading permit for each individual phase of development, the Project Sponsor shall conduct a CO hot spot analysis for the subject phase of development. This analysis shall utilize the EMFAC7EP emission factor program for the buildout year of the subject phase of development and the CALINE4 CO hot spot model or the model recommended for such analysis at that time. The results of this analysis shall be submitted to the City of Newport Beach Planning Department for review. City staff will verify consistency with the results of the project buildout CO analysis.

Rationale: Mitigation Measure 121 is proposed for deletion because the analysis shows that the project is not projected to result in a CO hot spot at any intersections affected by the project. Further, the SCAB is technically in attainment of the CO ambient air quality standards and the AQMP contains a CO attainment demonstration that shows that CO concentrations do not exceed the ambient air quality standard even at the four worst intersections in the basin.

Additional Mitigation Measures to Reduce Impacts of the Proposed Master Plan Update Project

Short-term Construction Emissions: Particulate Emissions

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 the best available control 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.

Rule 403 requires that "No person shall conduct active operations without utilizing the best available control measures included in Table 1 of this Rule to minimize fugitive dust emissions from each fugitive dust source type within the active operation." The measures from Table 1 of Rule 403 are presented in this SEIR as Table A. It is required that all applicable and feasible measures in Table A are implemented. At this time, specific construction projects are not specified so it is unknown which measures will be applicable. All applicable and feasible control measures for each source category used during construction shall be implemented. Prior to permit issuance, the Applicant shall submit a list of applicable measures that will be implemented along with a list of inapplicable measures that will not be implemented for the specific construction project.

Rule 403 requires that "Large Projects" implement additional measures. A Large Project is defined as "any active operations on property which contains 50 or more acres of disturbed surface area, or any earthmoving operation with a daily earthmoving or throughput volume of 5,000 cubic yards for more than three times during the most recent 365 day period." Grading of the project is not considered a Large Project under Rule 403. However, the project shall implement all applicable and feasible measures specified in Table 2 (presented in this SEIR as Table B) to the greatest extent possible. This results in a higher reduction of fugitive dust emissions than would be achieved through complying solely with Table A. At this time, specific construction projects are not specified so it is unknown which measures will be feasible. Prior to permit issuance, the Applicant shall submit a list of applicable measures that will be implemented for the specific construction project along with justification for the infeasibility finding.

Rule 403 also requires that the construction activities "shall not cause or allow PM10 levels to exceed 50 micrograms per cubic meter when determined by simultaneous sampling, as the difference between upwind and downwind sample." Projects that cannot meet this performance standard are required to implement the applicable actions specified in Table 3 of Rule 403 (presented in this SEIR as Table C).

Rule 403 requires that that the project shall not "allow track-out to extend 25 feet or more in cumulative length from the point of origin from an active operation." All track-out from an active operation is required to be removed at the conclusion of each workday or evening shift. Any active operation with a disturbed surface area of five or more acres or with a daily import or export of 100 cubic yards or more of bulk materials must use at least one of the measures listed in Table D at each vehicle egress from the site to a paved public road.

TABLE A
REQUIRED BEST AVAILABLE CONTROL MEASURES (RULE 403 TABLE 1)

Source Category	
Control Measure	**Guidance**
Backfilling	
01-1 Stabilize backfill material when not actively handling; and 01-2 Stabilize backfill material during handling; and 01-3 Stabilize soil at completion of activity.	• Mix backfill soil with water prior to moving • Dedicate water truck or high capacity hose to backfilling equipment • Empty loader bucket slowly so that no dust plumes are generated • Minimize drop height from loader bucket
Clearing and Grubbing	
02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and 02-2 Stabilize soil during clearing and grubbing activities; and 02-3 Stabilize soil immediately after clearing and grubbing activities.	• Maintain live perennial vegetation where possible • Apply water in sufficient quantity to prevent generation of dust plumes
Clearing Forms	
03-1 Use water spray to clear forms; or 03-2 Use sweeping and water spray to clear forms; or 03-3 Use vacuum system to clear forms.	• Use of high pressure air to clear forms may cause exceedance of Rule requirements
Crushing	
04-1 Stabilize surface soils prior to operation of support equipment; and 04-2 Stabilize material after crushing.	• Follow permit conditions for crushing equipment • Pre-water material prior to loading into crusher • Monitor crusher emissions opacity • Apply water to crushed material to prevent dust plumes
Cut and Fill	
05-1 Pre-water soils prior to cut and fill activities; and 05-2 Stabilize soil during and after cut and fill activities.	• For large sites, pre-water with sprinklers or water trucks and allow time for penetration • Use water trucks/pulls to water soils to depth of cut prior to subsequent cuts
Demolition – Mechanical/Manual	
06-1 Stabilize wind erodible surfaces to reduce dust; and 06-2 Stabilize surface soil where support equipment and vehicles will operate; and 06-3 Stabilize loose soil and demolition debris; and 06-4 Comply with AQMD Rule 403.	• Apply water in sufficient quantities to prevent the generation of visible dust plumes
Disturbed Soil	
07-1 Stabilize disturbed soil throughout the construction site; and 07-2 Stabilize disturbed soil between structures	• Limit vehicular traffic and disturbances on soils where possible • If interior block walls are planned, install as early as possible • Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes
Earth-Moving Activities	
08-1 Pre-apply water to depth of proposed cuts; and 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and 08-3 Stabilize soils once earth-moving activities are complete.	• Grade each project phase separately, timed to coincide with construction phase • Upwind fencing can prevent material movement on site • Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes

TABLE A (Continued)
REQUIRED BEST AVAILABLE CONTROL MEASURES (RULE 403 TABLE 1)

Source Category	
Control Measure	**Guidance**
Importing/Exporting of Bulk Materials	
09-1 Stabilize material while loading to reduce fugitive dust emissions; and 09-2 Maintain at least six inches of freeboard on haul vehicles; and 09-3 Stabilize material while transporting to reduce fugitive dust emissions; and 09-4 Stabilize material while unloading to reduce fugitive dust emissions; and 09-5 Comply with Vehicle Code Section 23114.	• Use tarps or other suitable enclosures on haul trucks • Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage • Comply with track-out prevention/mitigation requirements • Provide water while loading and unloading to reduce visible dust plumes
Landscaping	
10-1 Stabilize soils, materials, slopes	• Apply water to materials to stabilize and maintain materials in a crusted condition • Maintain effective cover over materials • Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes • Hydroseed prior to rain season
Road Shoulder Maintenance	
11-1 Apply water to unpaved shoulders prior to clearing; and 11-2 Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.	• Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs • Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs
Screening	
12-1 Pre-water material prior to screening; and 12-2 Limit fugitive dust emissions to opacity and plume length standards; and 12-3 Stabilize material immediately after screening.	• Dedicate water truck or high capacity hose to screening operation • Drop material through the screen slowly and minimize drop height • Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point
Staging Areas	
13-1 Stabilize staging areas during use; and 13-2 Stabilize staging area soils at project completion.	• Limit size of staging area • Limit vehicle speeds to 15 miles per hour • Limit number and size of staging area entrances/exists
Stockpiles/ Bulk Material Handling	
14-1 Stabilize stockpiled materials. 14-2 Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.	• Add or remove material from the downwind portion of the storage pile • Maintain storage piles to avoid steep sides or faces

TABLE A (Continued)
REQUIRED BEST AVAILABLE CONTROL MEASURES (RULE 403 TABLE 1)

Source Category	
Control Measure	**Guidance**
Traffic Areas for Construction Activities	
15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes.	• Apply gravel/paving to all haul routes as soon as possible to all future roadway areas • Barriers can be used to ensure vehicles are only used on established parking areas/haul routes
Trenching	
16-1 Stabilize surface soils where trencher or excavator and support equipment will operate; and 16.2 Stabilize soils at the completion of trenching activities.	• Pre-watering of soils prior to trenching is an effective preventive measure. • For deep trenching activities, pre-trench to 18 inches, soak soils via the pre-trench, and resume trenching • Washing mud and soils from equipment at the conclusion of trenching activities can prevent crusting and drying of soil on equipment
Truck Loading	
17-1 Pre-water material prior to loading; and 17.2 Ensure that freeboard exceeds six inches (CVC 23114)	• Empty loader bucket such that no visible dust plumes are created • Ensure that the loader bucket is close to the truck to minimize drop height while loading
Turf Overseeding	
18-1 Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and 18-2 Cover haul vehicles prior to exiting the site.	• Haul waste material immediately off-site
Unpaved Roads/Parking Lots	
19-1 Stabilize soils to meet the applicable performance standards; and 19-2 Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.	• Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements
Vacant Land	
20-1 In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.	
Source: SCAQMD.	

TABLE B
DUST CONTROL MEASURES FOR LARGE OPERATIONS (RULE 403 TABLE 2)

Fugitive Dust Source Category Control Actions	
Earth-moving (except construction cutting and filling areas, and mining operations)	
(1a)	Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; OR
(1a-1)	For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
Earth-moving: Construction fill areas:	
(1b)	Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. For areas which have an optimum moisture content for compaction of less than 12 percent, as determined by ASTM Method 1557 or other equivalent method approved by the Executive Officer and the California Air Resources Board and the U.S. EPA, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations.
Earth-moving: Construction cut areas and mining operations:	
(1c)	Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.
Disturbed surface areas (except completed grading areas)	
(2a/b)	Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust must have an application of water at least twice per day to at least 80 percent of the unstabilized area.
Disturbed surface areas: Completed grading areas	
(2c)	Apply chemical stabilizers within five working days of grading completion; OR
(2d)	Take actions (3a) or (3c) specified for inactive disturbed surface areas.
Inactive disturbed surface areas	
(3a)	Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR
(3b)	Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR
(3c)	Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR
(3d)	Utilize any combination of control actions (3a), (3b), and (3c) such that, in total, these actions apply to all inactive disturbed surface areas.
Unpaved Roads	
(4a)	Water all roads used for any vehicular traffic at least once per every two hours of active operations [3 times per normal 8 hour work day]; OR
(4b)	Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR
(4c)	Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.

TABLE B (Continued)
DUST CONTROL MEASURES FOR LARGE OPERATIONS (RULE 403 TABLE 2)

Fugitive Dust Source Category Control Actions	
Open storage piles	
(5a)	Apply chemical stabilizers; OR
(5b)	Apply water to at least 80 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR
(5c)	Install temporary coverings; OR
(5d)	Install a three-sided enclosure with walls with no more than 50 percent porosity which extend, at a minimum, to the top of the pile. This option may only be used at aggregate-related plants or at cement manufacturing facilities.
All Categories	
(6a)	Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 2 may be used.

TABLE C
CONTINGENCY CONTROL MEASURES FOR LARGE OPERATIONS (RULE 403 TABLE 3)

Fugitive Dust Source Category Control Actions	
Earth-moving	
(1A)	Cease all active operations; OR
(2A)	Apply water to soil not more than 15 minutes prior to moving such soil.
Disturbed surface areas	
(0B)	On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days: apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; OR
(1B)	Apply chemical stabilizers prior to wind event; OR
(2B)	Apply water to all unstabilized disturbed areas 3 times per day. If there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per day; OR
(3B)	Take the actions specified in Table 2, Item (3c); OR
(4B)	Utilize any combination of control actions (1B), (2B), and (3B) such that, in total, these actions apply to all disturbed surface areas.
Unpaved Roads	
(1C)	Apply chemical stabilizers prior to wind event; OR
(2C)	Apply water twice per hour during active operation; OR
(3C)	Stop all vehicular traffic.

TABLE C (Continued)
CONTINGENCY CONTROL MEASURES FOR LARGE OPERATIONS (RULE 403 TABLE 3)

Fugitive Dust Source Category Control Actions	
Open Storage Piles	
(1D)	Apply water twice per hour; OR
(2D)	Install temporary coverings.
Paved Road Track-Out	
(1E)	Cover all haul vehicles; OR
(2E)	Comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads.
All Categories	
(1F)	Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 3 may be used.
Source: SCAQMD.	

TABLE D
TRACK OUT CONTROL OPTIONS

(A)	Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 20 feet wide and 50 feet long.
(B)	Pave the surface extending at least 100 feet and a width of at least 20 feet wide.
(C)	Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle under carriages before vehicles exit the site.
(D)	Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
(E)	Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified items (A) through (D) above.
Source: SCAQMD.	

Construction Equipment Emissions

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:

To reduce construction equipment emissions, the following measures shall be implemented:

- Maintain construction equipment engines by keeping them tuned.
- Use existing power sources (i.e., power poles) when available. This measure would minimize the use of higher polluting gas or diesel generators.
- Configure construction parking to minimize traffic interference.

- Minimize obstruction of through-traffic lanes. Construction shall be planned so that lane closures on existing streets are kept to a minimum.

- Schedule construction operations affecting traffic for off-peak hours to the best extent when possible.

- 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).

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 review and approval by the City of Newport Beach Building Department:

- Minimize the amount of paint used by using pre-coated, pre-colored, and naturally colored building materials.

- Use high transfer efficiency painting methods such as HVLP (High Volume Low Pressure) sprayers and brushes/rollers were possible.

6.3 BIOLOGICAL RESOURCES

6.3.1 FINAL EIR NO. 142 PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measures No Longer Required

Rationale: The following measures were adopted as a part of Final EIR No. 142 and have been fully implemented.

16. The federal wetland regulations and requirements shall be reviewed by the City and the Project Sponsor at the time the proposed work is undertaken, and the project shall comply with all applicable laws concerning removal and mitigation of wetland at the time, as required by the U.S. Army Corps of Engineers and the California Coastal Commission. If this review results in a finding by the Resources Agencies involved in the permit process that mitigation is required for impacts to the 1.07 acres of wetlands dominated by pampas grass, such mitigation will be accomplished as part of the mitigation required for impacts to sensitive wetland plant communities.

17. The Project Sponsor shall prepare a comprehensive restoration and management plan for the wetland mitigation site as required by law. This plan will be submitted to the following agencies for their review and approval/ concurrence prior to issuance of grading and/or building permits for Master Plan development.

- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- California Department of Fish and Game
- City of Newport Beach

18. The resulting final mitigation plan shall be approved as part of the Coastal Development Permit for the project. The plan shall also be approved as part of the Corps Section 404 Permit and Streambed Alteration Agreement, if applicable. A wetland mitigation plan approved by the appropriate agencies shall be submitted to the City of Newport Beach prior to issuance of grading and/or building permits for Master Plan development in any areas affecting wetlands.

19. The plan will be consistent with the following provisions:

- The amount of new wetlands created under the mitigation plan shall be at least equal size to the area of sensitive wetland communities impacted by the project.
- The wildlife habitat values in the newly created wetlands shall not be less than those lost as the result of removal of sensitive wetland communities impacted by the project.
- The wetlands created shall not decrease the habitat values of any area important to maintenance of sensitive plant or wildlife populations.
- The wetland mitigation planning effort will take into consideration creation of 0.2 acre of salt grass habitat suitable for use by wandering skipper; such consideration would be dependent on the nature of the mitigation plan undertaken and whether wandering skipper could potentially occur in the mitigation area.
- The plan will constitute an agreement between the applicant and the resource agencies involved. The plan shall be written so as to guarantee wetland restoration in accordance with stated management objectives within a specified time frame. The plan shall describe the applicant's responsibilities for making any unforeseen repairs or modifications to the restoration plan in order to meet the stated objectives of the plan.

20. The following detailed information will be provided by the Project Sponsor in the final mitigation plan:

- Diagrams drawn to scale showing any alternatives to natural landforms;
- A list of plant species used;
- The method of plant introduction (i.e., seeding, natural succession, vegetative transplanting, etc.); and
- Details of the short-term and long-term monitoring plans, including financing of the monitoring plans.

6.4 CULTURAL RESOURCES

6.4.1 FINAL EIR NO. 142 PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measures to Carry Forward

21. Prior to the issuance of a grading permit, an Orange County certified archaeologist shall be retained to, and shall, monitor the grading across the project area. The archaeologist

shall be present at the pre-grading conference, at which time monitoring procedures acceptable to and approved by the City shall be established, including procedures for halting or redirecting work to permit the assessment, and possible salvage, of unearthed cultural material.

22. Prior to the issuance of grading permits, an Orange County certified paleontologist shall be retained to, and shall, monitor the grading activities. The paleontologist shall be present at the pre-grading conference, at which time procedures acceptable to and approved by the City for monitoring shall be established, including the temporary halting or redirecting of work to permit the evaluation and possible salvage, of any exposed fossils. All fossils and their contextual stratigraphic data shall go to an Orange County institution with an educational and/or research interest in the materials.

6.5 GEOLOGY AND SOILS

6.5.1 FINAL EIR NO. 142 PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measures to Carry Forward

1. Prior to the issuance of a grading permit, the Project Sponsor shall document to the City of Newport Beach Building Department that grading and development of the site shall be conducted in accordance with the City of Newport Beach Grading Ordinance and with plans prepared by a registered civil engineer. These plans shall incorporate the recommendations of a soil engineer and an engineering geologist, subsequent to the completion of a comprehensive soil and geologic investigation of the site. Permanent reproducible copies of the "Approved as Built" grading plans shall be furnished to the Building Department by the Project Sponsor.

2. Prior to the issuance of a grading permit, the Project Sponsor shall submit documentation to the City of Newport Beach Building Department confirming that all cut slopes shall be monitored for potential instabilities by the project geotechnical engineer during all site grading and construction activities and strictly monitor the slopes in accordance with the documentation.

3. Prior to the issuance of a grading permit, the Project Sponsor shall provide to the City of Newport Beach a comprehensive soil and geologic investigation and report of the site prepared by a registered grading engineer and/or engineering geologist. This report shall also identify construction excavation techniques which ensure no damage and minimize disturbance to adjacent residents. This report shall determine if there are any on-site faults which could render all or a portion of the property unsafe for construction. All recommendations contained in this investigation and report shall be incorporated into project construction and design plans. This report shall be submitted to the City for review and approval.

4. Prior to the completion of the final design phase, the Project Sponsor shall demonstrate to the City of Newport Beach Building Department that all facilities will be designed and constructed to the seismic standards applicable to hospital related structures and as specified in the then current City adopted version of the Uniform Building Code.

6. Prior to the issuance of a grading permit, the Project Sponsor shall conduct a soil corrosivity evaluation. This evaluation shall be conducted by an expert in the field of corrosivity. This site evaluation shall be designed to address soils to at least the depth to

which excavation is planned. At a minimum, at least one sample from each soil type should be evaluated. Appropriate personnel protection shall be worn by field personnel during the field evaluation. In the event soils are found to be corrosive, the source and extent of the corrosive soils shall be determined, and all buildings and infrastructure shall be designed to control the potential impact of corrosive soils over time.

7. Based on the corrosion assessment and source determination, a soils and construction material compatibility evaluation shall be undertaken, concluding with the appropriate mitigation measures and design criteria. Corrosion resistant construction materials are commonly available and shall be used where the evaluation/assessment concludes that corrosive soils conditions could adversely impact normal construction materials or the materials used for the mitigation of subsurface gas conditions. For example, there are many elastomers and plastics, like PVC, which are resistant to corrosion by up to 70 percent sulfuric acid at 140 degrees Fahrenheit.

8. Should the soil be identified as hazardous due to the severeness of their corrosivity (i.e., a pH less than 2.5), on-site remediation by neutralization shall be undertaken prior to construction. Appropriate regulatory agency approvals and permits shall also be obtained.

9. Prior to issuance of grading permits, the Project Sponsor shall ensure that a construction erosion control plan is submitted to and approved by the City of Newport Beach that is consistent with the City of Newport Beach Grading Ordinance and includes procedures to minimize potential impacts of silt, debris, dust and other water pollutants. These procedures may include:

   - the replanting of exposed slopes within 30 days after grading or as required by the City Engineer.
   - the use of sandbags to slow the velocity of or divert stormflows.
   - the limiting of grading to the non-rainy season.

   The project Sponsor shall strictly adhere to the approved construction erosion control plan and compliance shall be monitored on an on-going basis by the Newport Beach Building Department.

Mitigation Measures No Longer Required

5. Prior to the issuance of grading or building permits for each phase of development, the Building Department shall ensure that geotechnical recommendations included in "Report of Geotechnical Evaluation for Preparation of Master Plan and Environmental Impact Report, Hoag Memorial Hospital Presbyterian Campus, 301 Newport Boulevard, Newport, California" as prepared by LeRoy Crandall Associates, June 1989, and in the report prepared pursuant to Mitigation Measure 3, are followed.

   Rationale: Mitigation Measure 5 pertained to geotechnical constraints. This measure required that prior to the issuance of grading or building permits for each phase of development, the City of Newport Beach Building Department was to ensure that geotechnical recommendations included in *Report of Geotechnical Evaluation for Preparation of Master Plan and Environmental Impact Report, Hoag Memorial Hospital Presbyterian Campus* prepared by LeRoy Crandall Associates, June 1989, and in the

report prepared pursuant to Mitigation Measure 3, are followed. Mitigation Measure 3 (identified above) requires a comprehensive soil and geologic evaluation prior to each grading permit, which would contain recommendations that are based on current grading standards and associated codes. Mitigation Measure 5 is duplicative of Mitigation Measure 3 and could result in conflicts with existing codes and practices.

6.6 HAZARDS AND HAZARDOUS MATERIALS

6.6.1 FINAL EIR NO. 142 PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measures to Carry Forward

49. In the event that hazardous waste is discovered during site preparation or construction, the Project Sponsor shall ensure that the identified hazardous waste and/or hazardous materials are handled and disposed in the manner specified by the State of California Hazardous Substances Control Law (Health and Safety Code Division 20, Chapter 6.5), standards established by the California Department of Health Services, Office of Statewide Health Planning and Development, and according to the requirements of the California Administrative Code, Title 30, Chapter 22.

52. A soil gas sampling and monitoring program shall include methane and hydrogen sulfide levels. Samples shall be taken just below the depth of actual disturbance. (The individuals(s) performing this initial study may be at risk of exposure to significant—and possibly lethal—doses of hydrogen sulfide, and shall be appropriately protected as required.)

53. A site safety plan shall be developed that addresses the risks associated with exposures to methane and hydrogen sulfide. Each individual taking part in the sampling and monitoring program shall receive training on the potential hazards and on proper personal protective equipment. This training shall be at least at the level required by CFR 2910.120.

54. If the analysis of the initial soil gas samples shows unacceptable levels of hazardous constituents that have the potential to pose a health risk during construction activities, additional gas collection wells shall be drilled to contain and collect the gas.

55. Continuous monitoring for methane and hydrogen sulfide[2]

56. A study of other hazardous constituents that may be present in quantities that pose a health risk to exposed individuals shall be prepared and evaluated prior to the initiation of the project. The constituents studied shall include compounds that are directly related to petroleum, such as benzene and toluene.

59. In the event additional gases are to be collected from newly constructed collection wells as part of a measure to reduce exposures during construction, an evaluation of the capacity and efficiency of the present flare system shall be conducted prior to connecting any new sources.

[2] The record shows an incomplete Mitigation Measure 55; however, the provision for continuous monitoring and treatment of methane and hydrogen sulfide is contained in other measures, such as Mitigation Measures 52, 53, 58, 60, 61, 64, 66, 72, 74–76, 79, and 122. Protection from methane and hydrogen sulfide is adequately provided through these measures.

62. A study of the concentration of potential hazardous constituents shall be conducted prior to initiation of the project to characterize the wastewater and any risk it may pose to human health prior to development. A stormwater pollution prevention plan shall be developed to reduce the risk of the transport of hazardous constituents from the site. The Hospital shall apply for coverage under the State Water Resources Control Board's General Permit for Storm Water Discharges Associated with Construction Activity and shall comply with all the provisions of the permit, including, but not limited to, the development of the SWPPP, the development and implementation of Best Management Practices, implementation of erosion control measures, the monitoring program requirements, and post construction monitoring of the system.

63. Soil samples shall be collected from the appropriate locations at the site and analyzed for BTEX and priority pollutants; if the soils are found to contain unacceptable levels of hazardous constituents, appropriate mitigation will be required, including a complete characterization of both the vertical and horizontal extent of the contamination, and a remedial action plan shall be completed and approved by the California Regional Water Quality Control Board. The project Sponsor must demonstrate to the City of Newport Beach compliance with this measure prior to issuance of any permits for Phase I construction activities.

66. Before the issuance of building permits, the Project Sponsor shall submit plans to the Building Department City of Newport Beach, demonstrating that continuous hydrogen sulfide monitoring equipment with alarms to a manned remote location have been provided in building designs. This monitoring equipment must be the best available monitoring system, and the plans must include a preventative maintenance program for the equipment and a calibration plan and schedule.

68. Prior to issuance of building permits, Project Sponsor shall submit plans to the City of Newport Beach ensuring that all structures built on the Lower Campus are designed for protection from gas accumulation and seepage based on the recommendations of a geotechnical engineer.

69. Project Sponsor shall submit plans to the City of Newport Beach indicating where gas test boring will be drilled under each proposed main building site once specific building plans are complete. Such testing shall be carried out, and test results submitted to the City's building official, prior to issuance of grading permits. If a major amount of gas is detected, a directionally drilled well will be permanently completed and put into the existing gas collection system.

70. Project Sponsor shall submit plans to the Grading Engineer, City of Newport Beach, indicating that all buildings and parking lots on the Lower Campus will be constructed with passive gas collection systems under the foundations. Such a system typically consists of perforated PVC pipes laid in parallel lengths below the foundation. Riser type vents will be attached to light standards and building high points. Additionally, parking lots on the Lower Campus will contain unpaved planter areas and vertical standpipes located at the end of each length of PVC pipe. The standpipes will serve to vent any collected gas to the atmosphere. A qualified geotechnical firm shall be retained to design such systems.

71. Prior to issuance of building permits, Project Sponsor shall submit plans to the Building Department, City of Newport Beach demonstrating that all buildings on the Lower Campus are sealed from gas migration. Such sealing may be installed by the use of chlorinated

polyethylene sheeting or similar approved system. All material of construction including the PVC piping and the ground lining must be evaluated for compatibility with the existing environmental conditions of the soils and/or potential gases.

72. Prior to issuance of building permits, Project Sponsor shall submit plans to the City of Newport Beach Building and Fire Departments demonstrating that all buildings on the Lower Campus will be equipped with methane gas sensors. Such sensors will be installed in areas of likely accumulation, such as utility or other seldom used rooms. Sensors can monitor on a continuous basis, and can be tied into fire alarm systems for 24-hour surveillance.

73. To avoid possible accumulation of gas in utility or other seldom used service or storage rooms, Project Sponsor shall submit plans to the City of Newport Beach Building Department prior to issuance of building permits indicating that such rooms are serviced by the buildings' central air conditioning system (or an otherwise positive ventilation system that circulates and replaces the air in such rooms on a continuous basis).

74. During construction, Project Sponsor shall ensure that an explosimeter is used to monitor methane levels and percentage range. Additionally, construction contractors shall be required to have a health and safety plan that includes procedures for worker/site safety for methane. If dangerous levels of methane are discovered, construction in the vicinity shall stop, the City of Newport Beach Fire Department shall be notified and appropriate procedures followed in order to contain the methane to acceptable and safe levels.

83. Before the issuance of building permits, the Project Sponsor must submit plans to the City of Newport Beach demonstrating that its Hazardous Material and Waste Management Plan and its infectious Control Manual have been modified to include procedures to minimize the potential impacts of emissions from the handling, storage, hauling and destruction of these materials, and that the Project Sponsor has submitted the modified plans to the City of Newport Beach, Fire Prevention Department, and the Orange County Health Care Agency, as required by the Infections Waste Act and AB2185/2187.

84. Project Sponsor shall continue compliance with its Hazardous Material and Waste Management Program and its Infectious Control Manual for all new activities associated with the proposed Master Plan, as well as comply with all new regulations enacted between now and completion of the proposed Master Plan.

85. To the satisfaction of the City building official, the Project Sponsor shall expand existing hazardous infectious, radiological disposal facilities to add additional storage areas as necessary to accommodate the additional waste to be generated by the expanded facilities.

86. The Project Sponsor shall provide evidence to the Planning Director that measures to ensure implementation and continue compliance with all applicable SCAQMD Air Toxic Rules, specifically Rules 1401, 1402, 1403, 1405 and 1415, are being carried out.

100. The Project Sponsor shall ensure that all cut material is disposed of at either an environmentally cleared development site or a certified landfill. Also, all material exported off site shall be disposed of at an environmentally certified development cleared landfill with adequate capacity.

122. The methane gas facility and all building on the lower campus shall be subject to all laws and regulations applicable, including, but not limited to, the Federal Regulation contained in 29 CFR 1910, the State Health and Safety Code, Division 20, Chapter 6.9.5, and the regulations of OSHA and the National Fire Protection Association. Prior to the issuance of building permits on the lower campus, the Project Sponsor shall submit, to the Newport Beach Fire Department a compliance review report of all the above referenced laws and regulations.

Mitigation Measures Proposed for Revision

64. Prior to the issuance of grading of building permits, the Project Sponsor shall evaluate all existing vent systems located on the lower campus and submit this data to the City Building and Fire Departments. ~~,the State Department of Conservation, Division of Oil and Gas, and the Southern California Air Quality Management District for comment.~~ Additionally, any proposed new passive vents shall be evaluated by the City Building and Fire Departments prior to the issuance of grading or building permits.

Rationale: Mitigation Measure 64, adopted as part of Final EIR 142, requires monitoring of the venting systems on the Lower Campus prior to issuance of building permits. The measure requires the findings be sent to State Department of Conservation, Division of Oil and Gas, and the Southern California Air Quality Management District for comment. However, these systems are passive vents, which are not regulated by these agencies. Only the active gas extraction plant is regulated by these agencies. The standard used for passive vents is substantially below the thresholds used by these agencies for monitoring. The portion of the mitigation measure requiring agency reporting has led to confusion regarding what the agencies are expected to do with the results when they are received.

Mitigation Measures No Longer Required

The following mitigation measures were adopted with Final EIR No. 142 and have been fully implemented.

50. Prior to construction of structures over or near the Wilshire oil well, Project Sponsor shall ensure that the Wilshire oil well, or any abandoned, unrecorded well or pressure relief well, is reabandoned to the current standards. Abandonment plans will be submitted to the State Division of Oil and Gas (DOG) for approval prior to the abandonment procedures. The City's building official shall be notified that the reabandonment was carried out according to DOG procedures.

51. To further determine the source of the gas on the Lower Campus site, prior to issuance of a grading permit on the Lower Campus, Project Sponsor shall collect gas samples from the nearest fire flooding wells and at Newport Beach Townhomes and compare the gas samples to samples taken from the Hoag gas collection wells prior to site grading and construction.

57. A study shall be conducted that characterizes the wells, the influent gas, and the effluent of the flare. This study shall characterize the gas over a period of time, to allow for potential fluctuations in concentration and rate.

58. A scrubber system shall be required to reduce the concentration of hydrogen sulfide in the influent gas.

60. An automatic re-light system shall be installed on the flare system to reduce the risk of a potential release of high concentration of hydrogen sulfide. The system shall be designed with an alarm system that notifies a remote location which is manned 24 hours per day.

61. A continuous hydrogen sulfide monitor that would give warning of a leak of concentrations in excess of acceptable levels shall be installed in the vicinity of the flare.

65. If required by the Southern California Air Quality Air Management District, an air dispersion model shall be required in order to predict the cumulative effects of the emissions. Compliance with any additional requirements of the AQMD shall be verified through a compliance review by the district with written verification received by the Newport Beach Building Department.

67. Prior to issuance of a grading permit, the Project Sponsor shall ensure that the inferred fault traversing the site is trenched and monitored for gas prior to site grading and construction. If gas monitoring indicates a potential risk during grading, additional gas collection wells will be drilled to collect and contain the gas.

75. The project Sponsor may remove the flare system, contain the gas and utilize the gas for Lower Campus facilities. During the containment process and removal of the flare the Project Sponsor shall ensure that methane levels are monitored throughout the project area to ensure that his transition does not create an upset in methane levels or create odors or risk of explosion.

76. Prior to development on the Lower Campus, the Project Sponsor shall submit to the City of Newport Beach within one year of May 1992, plans to install a scrubber system to remove hydrogen sulfide from the influent to the flare. The design and construction of the system should be in accordance with the Best Available Control Technologies, and must be in compliance with SCAQMD (District) Regulation XIII, emission offsets and New Source Review.

77. As required by the District, the Project Sponsor shall develop a sampling and analysis protocol for District approval to evaluate the impact the existing and post-scrubber emissions will have on the ambient air quality and on possible receptor populations. The required evaluation shall include analysis for criteria and toxic pollutants, and evaluation of the potential risk associated with the emission of these pollutants (Rule 1401). Included in the plans for the design of the scrubber system should be a make-up gas source.

78 The plans for the design of the new system will include a calibration and maintenance plan for all equipment, if required by the District as a permit condition, automatic shutdown devices, sensors, and charts for continuous recording of monitoring, and flame arresters. The project sponsor shall evaluate enclosing or placing new equipment underground.

79. The Project Sponsor shall submit plans to the City of Newport Beach Building Department that demonstrate that the flare operation will be shut down within four years of August, 1992. The project sponsor must prepare and obtain approval from the SCAQMD to implement a sampling and analysis protocol for evaluation of the existing emissions from the flare after scrubbing (Mitigation Measures 75 and 76), and the effect of flare shutdown on ambient air quality. The methane gas source should be used, if engineering design

allows, as a supplemental source of fuel for the Hospital's boilers. If the gas is not usable, the flare shall be relocated.

80. The plans for the design of the new system will include a calibration and maintenance plan for all equipment, and if required by the District as a permit condition, automatic shutdown devices, sensors and charts for continuous recording of monitoring, and flame arresters. The project sponsor shall evaluation enclosing or placing new equipment underground.

81. Prior to installation of the scrubber system, the Project Sponsor shall develop a protocol for a study to evaluate the integrity of the control equipment and piping. The project Sponsor must obtain agreement from the District on the protocol prior to initiating the study.

90. In conjunction with the Critical Care Surgery addition, the Project Sponsor will place the overhead power lines located west of the Upper Campus underground if feasible.

6.7 HYDROLOGY AND WATER QUALITY

6.7.1 FINAL EIR NO. 142 PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measures to Carry Forward

9. Prior to issuance of grading permits, the Project Sponsor shall ensure that a construction erosion plan is submitted to and approved by the City of Newport Beach that is consistent with the City of Newport Beach Grading Ordinance and includes procedures to minimize potential impacts of silt, debris, dust and other water pollutants. These procedures may include:

    - the replanting of exposed slopes within 30 days after grading or as required by the City Engineer.

    - the use of sandbags to slow the velocity of or divert stormflows.

    - the limiting of grading to the non-rainy season.

    The Project Sponsor shall strictly adhere to the approved construction erosion control plan and compliance shall be monitored on an on-going basis by the Newport Beach Building Department.

10. Prior to the issuance of grading permits, the Project Sponsor shall submit a landscape plan which includes a maintenance program to control the use of fertilizers and pesticides, and an irrigation system designed to minimize surface runoff and overwatering. This plan shall be reviewed by the Department of Parks, Beaches and Recreation and approved by the City of Newport Beach Planning Department. The Project Sponsor shall install landscaping in strict compliance with the approved plan.

11. The Project Sponsor shall continue the current practice of routine vacuuming of all existing parking lots and structures and shall also routinely vacuum all future parking lots and structures at current frequencies. Upon implementation of the County of Orange Storm Water Master Plan, routine vacuuming shall be done in accordance with the requirements specified in the plan.

12. Upon completion of final building construction plans, and prior to the issuance of a grading permit for each phase of development, the Project Sponsor shall ensure that site hydrological analyses are conducted to verify that existing drainage facilities are adequate. The applicant shall submit a report to the City of Newport Beach Building Department for approval, verifying the adequacy of the proposed facilities and documenting measures for the control of siltation and of erosive runoff velocities.

13. Prior to the completion of final construction plans for each phase of Lower Campus development, the Project Sponsor shall submit a comprehensive geotechnical/hydrologic study to the City of Newport Beach Building Department, which includes data on groundwater. This study shall also determine the necessity for a construction dewatering program and subdrain system.

15. Project Sponsor shall strictly comply with its Hazardous Material and Waste Management Program and its Infectious Control Manual for all new activities associated with the proposed Master Plan, as well as strictly comply with all new regulations enacted between now and completion of the proposed Master Plan development.

Mitigation Measures Proposed for Revision

14. Prior to the completion of final building construction plans for each phase of Lower Campus development, the Project Sponsor shall *prepare and* submit *a construction stormwater National Pollution Discharge Elimination System (NPDES) General Permit for stormwater discharge associated with construction activity (Construction General Permit, SWRCB Order No. 99-08-DWQ or its successor) and Notice of Intent (NOI) to obtain the required coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The NOI, site plan, a check in an amount specified by the most current fee schedule, and any other documentation required by the permit shall be sent to the State Water Resource Control Board (SWRCB). The SWRCB will send a Waste Discharger Identification (WDID) to the project sponsor and the Regional Water Quality Control Board Santa Ana Region for use during site inspection, if needed* ~~an application to the Regional Water Quality Control Board for an NPDES permit if a construction dewatering or subdrain program is determined necessary by the Building Department based on the design and elevation of the foundation structures. Also, if dewatering is required by RWQCB, the Program Sponsor shall also conduct groundwater sampling and analysis, and submit it to the California Regional Water Quality Control Board, Santa Ana Region. The results of this testing will assist in determining the specifications for the NPDES permit. The Project Sponsor shall strictly comply with all conditions of any NPDES Permit~~.

Rationale: Since the certification of Final EIR No. 142, modifications to how the NPDES permit is administered have been adopted. The State Resources Board is responsible for issuance of the NPDES permit and the RWQCB is responsible for monitoring, if deemed necessary by the permit. Changes to Mitigation Measure 14 are hereby incorporated to reflect this administrative process.

6.8 LAND USE AND PLANNING PROGRAMS

6.8.1 FINAL EIR NO. 142 PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measures Proposed for Revision

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, ~~adoption of the Master Plan,~~ adoption of *an amendment to* the Planned Community Development Plan and District Regulations, approval of a*n amendment to the* Development Agreement, ~~approval of a zone change to Planned Community District,~~ 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 ~~and a Local Coastal Program Amendment for the Lower Campus~~.

    Rationale: This mitigation measure would be revised to reflect the current status of required actions associated with the proposed Master Plan Update Project.

118. For any building subject to the issuance of the building permit by the ~~Office of the State Architect~~ *California Office of Statewide Health Planning and Development (OSHPD)*, Hoag Hospital shall submit to OSHPD ~~the State Architect~~ a letter from the City of Newport Beach indicating that review of the ~~construction~~ *development* plans has been completed and that the plans are in compliance with all City requirements.

    Rationale: Mitigation Measure 118 was adopted as part of Final EIR No. 142; however, for projects that require issuance of a building permit by the California Office of Statewide Health Planning and Development (OSHPD), the City has limited jurisdiction in the review and approval of development plans. This measure is being revised to indicate that the City will provide a letter indicating review should be requested by OSHPD.

Mitigation Measures No Longer Required

The following mitigation measures were adopted as a part of Final EIR No. 142, have been implemented, and are no longer required.

23. The Project Sponsor shall construct, if feasible and by mutual agreement, and maintain a fence along the common property line west of Upper Campus. The proposed design of the fence shall be reviewed and approved by the City Engineering Department.

113. Subsequent to the approval of this Agreement by the Coastal Commission and the expiration of any statute of limitation for filing a legal challenge to this Agreement, the Master Plan, or the EIR, Hoag shall deposit Two Hundred and Fifty Thousand Dollars ($250,000) in an account, and at a financial institution, acceptable to City. The account shall be in the name of the City provided, however, Hoag shall have the right to access the funds in the event, but only to the extent that, Hoag constructs or installs the improvements described in (i) or (ii). Funds in the account shall be applied to the following projects (in order of priority upon notice to proceed served by City on Hoag).

(i) The construction of a sidewalk and installation of landscaping in the Caltrans right-of-way along the west side of Newport Boulevard southerly of Hospital Road;

(ii) The construction of facilities necessary to bring reclaimed water to West Newport and/or the Property;

Any funds remaining in the account after completion of the projects described in (i) and (ii) shall be used by the City to fund, in whole or in part, a public improvement in the vicinity of the property.

6.9 NOISE

6.9.1 FINAL EIR NO. 142 PREVIOUSLY ADOPTED MITIGATION MEASURES

Standard Conditions and Requirements

Construction Activities

SC 3.4-1 During construction, the Applicant shall ensure that all noise-generating activities be limited to the hours of 7:00 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.

Mitigation Measures

Construction Activities

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.

Operational Activities

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 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.

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.

Mitigation Measures Proposed for Revision

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~~ *to and from* 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.

Rationale: The helipad is used for transport in and out of Hoag. Patients are brought also brought to Hoag via helicopter for emergency or specialized care. This change clarifies current operations at Hoag.

Mitigation Measures No Longer Required

39. If noise levels in on-site outdoor noise sensitive use areas exceed 65 CNEL, the Project Sponsor shall develop measures that will attenuate the noise to acceptable levels for proposed hospital facilities. Mitigation through the design and construction of a noise barrier (wall, berm, of combination wall/berm) is the most common way of alleviating traffic noise impacts.

    Rationale: Mitigation Measure 3.4-10 is proposed that would supersede Mitigation Measure 39.

40. Prior to occupancy of Master Plan facilities, interior noise levels shall be monitored to ensure that on-site interior noise levels are below 45 CNEL. If levels exceed 45 CNEL, mitigation such as window modifications shall be implemented to reduce noise to acceptable levels.

    Rationale: Mitigation Measure 3.4-11 is proposed that would supersede Mitigation Measure 40.

41. Prior to issuance of a grading and/or building permit, the Project Sponsor shall demonstrate to the City that existing noise levels associated with the on-site exhaust fan are mitigated to acceptable levels. Similarly, the Project Sponsor shall demonstrate to the satisfaction of the Building Department that all noise levels generated by new mechanical equipment associated with the Master Plan are mitigated in accordance with applicable standards.

    Rationale: Mitigation Measures 3.4-2 and 3.4-3 are proposed that would supersede Mitigation Measure 41.

112. The Project Sponsor shall ensure that construction activities are conducted in accordance with Newport Beach Municipal Code, which limits the hours of construction and excavation work to 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays. No person shall, while engaged in construction, remodeling, digging, grading, demolition, painting, plastering or any other related building activity, operate any tool, equipment or machine in a manner that produces loud noises that disturbs, or could disturb, a person of normal sensitivity who works or resides in the vicinity, on any Sunday or any holiday.

    Rationale: Mitigation Measure 112 was adopted as part of Final EIR No. 142. This measure has been superseded by the City's standard condition for hours of construction.

114. Rooftop mechanical equipment screening on the emergency room expansion shall not extend closer than fifteen feet from the west edge of the structure and no closer than ten feet from the edge of the structure on any other side.

    Rationale: Mitigation Measure 114 was adopted as part of Final EIR No. 142 and has been implemented.

115. Noise from the emergency room expansion rooftop mechanical equipment shall not exceed 55 dBA at the property line.

Rationale: Mitigation Measure 115 was adopted as part of Final EIR No. 142 and has been implemented.

120. Within one year from the date of final approval of the Planned Community District Regulations and development Plan by the California Coastal Commission, as an interim measure, the Project Sponsor shall implement an acoustical and/or landscape screen to provide a visual screen from and reduce noise to adjoining residences from the loading dock area.

The design process for the Critical Care Surgery Addition shall include an architectural and acoustical study to insure the inclusion of optimal acoustical screening of the loading dock area by that addition.

Subsequent to the construction of the Critical Care Surgery Addition, an additional acoustical study shall be conducted to assess the sound attenuation achieved by that addition. If no significant sound attenuation is achieved, the hospital shall submit an architectural and acoustical study assessing the feasibility and sound attenuation implications of enclosing the loading dock area. If enclosure is determined to be physically feasible and effective in reducing noise impacts along the service access road, enclosure shall be required. Any enclosure required pursuant to this requirement may encroach into any required setback upon the review and approval of a Modification as set forth in Chapter 20.81 of the Newport Beach Municipal Code.

Rationale: Mitigation Measure 120 applied to the Critical Care/Surgery Center, which was not developed. Therefore, this measure would no longer be applicable.

New Mitigation Measures

Construction Activities

MM 3.4-1 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.

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 Construction Managers so that noise or vibration which would affect patient care or research activities can be avoided.

On-Site Activities

MM 3.4-2 The final plans for heating, ventilation, and air conditioning (HVAC) equipment 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 within six months of the certification of the Final SEIR a plan to the City that details 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.

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 and a report that documents the results shall be submitted. This report shall present the noise levels generated by the equipment and the methodology used to estimate the noise levels at nearby residential uses or property boundary, as applicable; the report will also 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 that demonstrates compliance with applicable noise level limits.

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 delivery outside of these hours.

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.

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′ 5″ of insulation on the inside would be an 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.

MM 3.5-7 “No Idling” signs shall be posted in the loading dock area and any area where the trucks might queue.

MM 3.5-8 Grease trap cleaning operations shall be limited to Saturday between the hours of 11:00 AM and 3:00 PM.

MM 3.5-9 Upon installation of the fourth cooling tower at the cogeneration facility, additional noise measurements shall be performed to determine compliance with the City’s Noise Ordinance. The measurements shall be made and a report submitted to

the City within three months of commencement of operations of the fourth cooling tower. If a violation is noted, the problem must be corrected and a second set of measurements submitted to the City showing compliance within one year of commencement of operations of the fourth cooling tower.

On-Site Land Uses

MM 3.4-10 Prior to the issuance of building permits for any Hoag patio use proposed to be located closer to the roadway then the 65 CNEL contour distance shown in Table 3.4-7, a detailed acoustical analysis study shall be prepared by a qualified Acoustical Consultant and a report shall be 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.

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 a report shall be submitted to and approved by the City for Hoag buildings that are proposed to be located closer to the roadway than the 65 CNEL contour distance shown in Table 3.4-7 and for office buildings that are proposed to be located closer to the roadway than the 70 CNEL contour distance (Table 3.4-7). 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.

6.10 PUBLIC SERVICES

6.10.1 FINAL EIR NO. 142 PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measures to Carry Forward

91. Prior to the issuance of grading permits, emergency fire access to the site shall be approved by the City Public Works and Fire Departments.

94. Prior to the issuance of building permits, the Project Sponsor shall demonstrate, to the satisfaction of the City Fire Department, that all buildings shall be equipped with fire suppression systems.

6.11 RECREATION

6.11.1 FINAL EIR NO. 142 PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measures No Longer Required

47. Prior to issuance of building or grading permits, the Project Sponsor shall make an irrevocable offer to dedicate and grade the proposed linear and consolidated view park

as identified in the project description (Figure 3.2-1). The Project Sponsor will dedicate land for a 0.28-acre consolidated view park and a 0.52-acre linear view park.

Rationale: The following mitigation measure was adopted and has been implemented. This mitigation measure is no longer required.

6.12 TRANSPORTATION AND CIRCULATION

6.12.1 FINAL EIR NO. 142 PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measures to Carry Forward

Construction Traffic

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.

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.

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.

Project Traffic

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.

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.

Site Access and Circulation

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.

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.

Parking

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.

Mitigation Measures Proposed for Revision

Construction Traffic

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. ~~Such routes shall be included in the above construction traffic plan~~.

Rationale: Mitigation Measure 102 was adopted as part of Final EIR No. 142. This SEIR recommends this measure be modified to clarify that haul route plans are not required to be submitted as a part of a grading plan application. A construction traffic plan is required as a part of Mitigation Measure 101.

108. Prior to issuance of any grading and building permit, the Project Sponsor shall submit a Trip Reduction Plan for construction crew members *where the number of construction employees would be 50 or greater*. 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.

Rationale: Mitigation Measure 108 was adopted as part of Final EIR No. 142. This SEIR recommends this measure be modified to require a Trip Reduction Plan only in cases where the number of construction employees would be 50 or greater.

Project Traffic

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 each Master Plan development project, the Project Sponsor 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.

Rationale: Mitigation Measure 27 was adopted as part of Final EIR No. 142. This SEIR recommends this measure be updated to reflect the City's Traffic Phasing Ordinance requirements, which have been adopted since approval of Final EIR No. 142.

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 ~~Regulation 15~~ *Rule 2202.*

Rationale: Mitigation Measure 28 has been updated to reflect changes to the South Coast Air Quality Management District's rules and regulations.

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:

- Bus turnouts shall be installed if~~, and as~~ 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 Design Guidelines for Bus Facilities.

Rationale: Mitigation Measure 30 was adopted as part of the Final EIR No. 142. Minor modification to the wording of the measure is recommended to reflect that the Orange County Transportation Authority (OCTA), not the City, would determine the location for bus turnouts.

34. Depending on actual site build-out, intersection improvements may be required at the *Hoag Drive*-Placentia Avenue/Hospital Road intersection (Upper Campus access), *Newport Boulevard/Hospital Road intersection,* and at the ~~WCH~~ *Hoag Drive/West Coast Highway* intersection (Lower Campus access). The need for these improvements shall be assessed during subsequent traffic studies to be conducted in association with Mitigation Measure 25. *Improvements could include restriping, traffic signal timing, etc.*

Rationale: Mitigation Measure 34 has been modified to include the analysis of the intersection of Newport Boulevard/Hospital Road, as well as the two intersections previously identified in Final EIR No. 142. This measure is appropriate to be implemented as a part of proposals for site-specific development.

35. As each ~~phase of the~~ Master Plan *project* 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~~, as required by Regulation XV~~ *in compliance with the City of Newport Beach Trip Reduction Plan*.

Rationale: Mitigation Measure 35 is proposed to be updated to reflect the City's Trip Reduction Plan. Since the Master Plan was approved in 1992, the South Coast Air Quality Management District has delegated the development and implementation of trip reduction plans to the local jurisdictions.

38. Prior to the issuance of ~~grading and~~ 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:

    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.

    b. A minimum of two bicycle lockers per 100 employees shall be provided. Additional lockers shall be provided at such time as demand warrants.

    c. A minimum of one shower and two lockers shall be provided.

    d. Information of transportation alternatives shall be provided to all employees.

    e. A rideshare vehicle loading area shall be designated in the parking area.

    f. The design of all parking facilities shall incorporate provisions for access and parking of vanpool vehicles.

    g. Bus stop improvements shall be coordinated with the Orange County Transportation Authority, consistent with the requirements of Mitigation Measure 30 ~~required for developments located along arterials where public transit exists or is anticipated to exist within five years~~.

    The exact number of each of the above facilities shall be determined by the City during review of ~~grading and~~ 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.

    Rationale: Mitigation Measure 38 was adopted as a part of Final EIR No. 142. A revision to item 'g' is proposed to cross reference Mitigation Measure 30, which pertains to bus turnouts. The siting and design of bus turnouts is within the joint jurisdiction of the Orange County Transportation Authority (OCTA) and the City.

Site Access and Circulation

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~~ *City Traffic Engineer* 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.

    Rationale: Mitigation Measure 33 is proposed for revision to identify the City Traffic Engineer as the party responsible for the review and approval of Hoag internal circulation plans.

Mitigation Measures No Longer Required

26. Prior to issuance of building permits for Phase I of the project, the Project Sponsor shall conduct a project trip generation study, which shall be reviewed and approved by the City Traffic Engineer. This study shall determine if the traffic to be generated by existing plus Phase I development will not exceed 1,338 P.M. peak hour traffic trips. In the event the Traffic Engineer determines that existing plus Phase I development will generate more than 1,338 P.M. peak hour trips, the project shall be reduced in size or the mix of land uses will be altered to reduce the P.M. peak hour trips to, at, or below 1,338.

    Rationale: Mitigation Measure 26 was adopted as part of Final EIR No. 142. This measure applied to Phase I of the project and has been implemented. Further tracking of this mitigation measure through the mitigation monitoring program is no longer necessary. New traffic analysis is required for all phases subsequent to Phase I in compliance with the City Traffic Phasing Ordinance.

31. Prior to issuance of a grading permit for any of the proposed Master Plan facilities, the Project Sponsor shall implement a program, approved by the City Traffic Engineer, that monitors and manages usage of the Upper and Lower Campus service roads during non-working hours. Such controls may include requesting that the majority of vendors deliver products (other than emergency products) during working hours (i.e., 7:00 AM to 8:00 PM), signage to restrict use of the road by hospital employees, physicians, patients and visitors during non-working hours, and other methods by which to restrict use. The hospital shall also request that vendors not deliver (i.e., scheduled and routine deliveries) on the weekends.

    This restriction specifically applies to scheduled and routine deliveries. The results of this program shall be submitted to the City for review prior to issuance of the grading permit. If the results indicate that such controls do not significantly impact the operations of the hospital, and provided that requests for specified vendor delivery times is consistent with future Air Quality Management Plan procedures, the City may require that the program. be implemented as hospital policy. If operation impacts are significant, other mitigation measures would be investigated at the time to reduce service road impacts to the adjacent residential units.

    Rationale: Mitigation Measure 31 was adopted as a part of Final EIR No. 142 and has been implemented.

6.13 UTILITIES AND SERVICE SYSTEMS

6.13.1 FINAL EIR NO. 142 PREVIOUSLY ADOPTED MITIGATION MEASURES

Mitigation Measures to Carry Forward

92. Prior to the issuance of building permits, the Project Sponsor shall demonstrate that final design of the project shall provide for the incorporation of water-saving devices for project lavatories and other water-using facilities. The Project Sponsor will also comply with any other City adopted water conservation policies.

93. Prior to issuance of grading permits, a master plan of water and sewer facilities shall be prepared for the site. The Project Sponsor shall verify the adequacy of existing water and sewer facilities and construct any modifications or facilities necessitated by the proposed project development.

Proposed New Mitigation

6.13.1 During project construction, the contractor shall be required, to the extent practicable, to take concrete and asphalt from project demolition to an off-site recycling location to minimize impacts to existing landfills. The contractor shall provide the City of Newport Beach Building Department verification of materials that have been recycled.