

1 EXECUTIVE SUMMARY

1.1 Introduction

The environmental impact report (EIR) process, as defined by the California Environmental Quality Act (CEQA), requires the preparation of an objective, full-disclosure document in order to (1) inform agency decision makers and the general public of the direct and indirect potentially significant environmental effects of a proposed action; (2) identify feasible or potentially feasible mitigation measures to reduce or eliminate potentially significant adverse impacts; and (3) identify and evaluate reasonable alternatives to a project. In accordance with Section 15161 of the State CEQA Guidelines (Title 14 of the California Code of Regulations [CCR]), this is a Project EIR that addresses the potential environmental impacts associated with the Proposed Project, known as “Koll Center Residences.”

This Executive Summary summarizes the requirements of the CEQA Statutes and Guidelines; provides an overview of the Project and alternatives; identifies the purpose of the Draft EIR; outlines the potential impacts of the Project and the recommended mitigation program; and discloses areas of controversy and issues to be resolved.

1.2 Project Overview

1.2.1 PROJECT LOCATION

The Koll Center Residences project site (project site) is approximately 13.16 acres within the Koll Center Newport, a 154-acre mixed-use development area. The project site is an irregularly-shaped property generally bordered by Birch Street to the northeast, Von Karman Avenue to the west, and existing office uses and associated surface parking lots and parking structures to the east and south. The site is currently developed with surface parking lots and common landscape areas for Koll Center Newport. The elevation of the project site ranges from approximately 46 feet above mean sea level (msl) to approximately 52 feet above msl. The overall project site ground surface is relatively level with a gentle slope to the west.

1.2.2 PROJECT DESCRIPTION SUMMARY

The Proposed Project is a mixed-use infill residential and retail development with up to 260 residential condominiums, 3,000 square feet (sf) of ground-floor retail uses, a 1.17-acre public park, a free-standing parking structure, and the reconfiguration of some of the existing surface parking areas. The residences would be in three, 13-story residential buildings. The buildings would be up to 160 feet in height with two levels of above-grade and two to three levels of below-grade structured parking. The public park would be located adjacent to Birch Street. Construction would occur over an approximately 4.5-year period.

Implementation of the Proposed Project would require the demolition of existing surface parking and landscaping within the limits of disturbance. There are three office buildings located within the boundaries of the project site, of which two of the office buildings are not a part of the Project, 4490 Von Karman Avenue and 4910 Birch Street. The 4440 Von Karman Avenue office building is a part of the Project to allow for the inclusion of the property into the landscape plan including the provision of non-potable irrigation, as well as sidewalk improvements and the reconfiguration of accessible parking. No change in the square footage of the building is proposed as a part of the Project.

All Project parking for the residences would be provided on site in the parking structures, with additional on-site surface parking for the proposed public park and retail uses. Office parking removed during construction and by the proposed development would be provided in a new free-standing parking structure, the Building 1 parking structure, and surface parking areas. The Project is described in further detail in Section 3.0, *Project Description*.

The project site is zoned “Koll Center Newport Planned Community (PC-15 Koll Center)”. Specifically, the project site is within Professional and Business Offices Site B of PC-15 Koll Center (Site B). PC-15 zoning permits professional and business offices, hotels and motels, retail, restaurants and entertainment, a courthouse, private clubs, and auto detailing and service stations. Currently, Site B allows professional and business offices, restaurants, and support commercial uses. As a part of the Project, PC-15 Koll Center Site B would include two new overlay zones: Park and Residential, allowing for residential development consistent with the City of Newport Beach General Plan and the Airport Business Area Integrated Conceptual Development Plan (ICDP). The amendment to PC-15 Koll Center would include development standards and the identification of permitted uses. The Project also requires the approval of a transfer of development rights to transfer up to 3,000 sf of unbuilt office/retail space from Koll Center Site A to Koll Center Site B.

The Applicant is also requesting the approval of Site Development Review for the development of the Project, a Tentative Tract Map for condominium purposes, and a Tentative Parcel Map for finance and conveyance purposes. A Development Agreement between the Applicant and the City would also be processed concurrent with other approvals associated with this Project. Project approvals are addressed in greater detail in Section 3.0, *Project Description*.

1.3 Alternatives Analyzed

Alternatives Eliminated from Further Consideration

Alternate Site

The General Plan land use designation for the project site is “Mixed Use 2 Horizontal (MU-H2)”. The MU-H2 designation applies to some properties located in the Airport Area. It provides for a horizontal intermixing of uses that may include regional commercial office, multi-family residential, vertical mixed-use buildings, industrial, hotel rooms, and ancillary neighborhood commercial uses. The approximately 360-acre Airport Area is bordered by Jamboree Road, Campus Drive, and Bristol Street. The project site is located within the boundaries of the Airport Area. The General Plan allows for 2,200 dwelling units in the Airport Area. Of the 2,200 dwelling units, 1,650 units must replace existing development so that there would be no net gain in vehicular trips. The remaining 550 dwelling units are “additive” units that can only be constructed on existing surface parking lots located east of MacArthur Boulevard in the Airport Area.

When residential development is proposed within the area bordered by Birch Street, Jamboree Road and MacArthur Boulevard of the Airport Area, General Plan Policy LU 6.15.11 requires the approval of a conceptual development plan. As addressed in this EIR, the project site is within the approved the approximately 37.7-acre Airport Business Area ICDP portion of the Airport Area that includes the Uptown Newport site and the currently proposed development site for the Koll Center Residences project. The Airport Business Area ICDP allows for up to 1,504 new residential units: 1,244 units on the

Uptown Newport site and 260 units on the surface parking area of Koll Center Newport where the Koll Center Residences Project is proposed. With respect to the Uptown Newport site, 290 units are additive, 632 units are replacement, and 322 units are density bonus units. All of the 260 residential units were identified as “additive” units in the Airport Business Area ICDP because no existing development uses would be removed.

Development of the Project on an alternative location within the Airport Area could be considered under two scenarios. Scenario One would require an amendment to the Airport Business Area ICDP and an amendment to General Plan Land Use Policy 6.15.5 to relocate the 260 additive units outside of the Airport Business Area ICDP. The 260 additive units could be reallocated to a property in the Airport Area designated MU-H2. Scenario Two would retain the 260 additive units in the Airport Business Area ICDP but would be on a different site within the Airport Business Area ICDP (i.e., on the west side of Von Karman Avenue). Under both scenarios, the mixed-use development would need to be sited on a minimum of ten acres as set forth in General Plan Policy LU 6.15.6.

Residential development could occur on other sites within the Airport Area. Like the Proposed Project, development of the proposed mixed-use development would require discretionary approvals from the City. Depending on the location, discretionary approvals could include but not limited to a General Plan Amendment, zone change, amendment to the Airport Business Area ICDP, and/or the adoption of a conceptual development plan. The proponent does not own other property in the Airport Area that meets the General Plan criteria of a minimum of ten acres and it is speculative “whether the proponent can reasonably acquire, control or otherwise have access to the alternative site”. Should the Project be located at another site in the Airport Area, it is anticipated that the mixed-use project would have similar environmental impacts that would require the City to adopt a Statement of Overriding Considerations. Significant unavoidable impacts associated with development of an alternative site could include construction-related air quality and noise impacts; and the need to override of the ALUC’s finding of inconsistency with the AELUP. Therefore, the EIR does not evaluate an alternative site because no other site in the Airport Area is known that would definitively “avoid or substantially less any of the significant effects associated with a proposed project.”

Alternatives Analyzed in this EIR

Alternatives that would avoid or substantially lessen any of the significant effects of the project and that would feasibly attain most or all of the basic project objectives are discussed below. A more detailed alternatives analysis is provided in Section 6.0, *Alternatives to the Project*.

Alternative A: No Action/No Development Alternative (Continuation of Existing Land Uses)

Alternative A is the “no project” alternative required by the State CEQA Guidelines Section 15126.6(e) which allows the decisionmakers to compare the potential impacts of the Proposed Project with the potential impacts of not approving the Project. Alternative A assumes existing conditions on the project site as the continued use of the property for surface parking associated with the Koll Center Newport with common area landscaping. The existing 4440 Von Karman Avenue office building is included as a part of the Proposed Project to allow for the inclusion of the property into the landscape plan including the provision of non-potable irrigation, as well as sidewalk improvements and the reconfiguration of accessible parking. No change in the square footage of the building would occur. Under the Alternative A

scenario, no improvements to the existing office building would occur. This alternative would not require an amendment to the PC-15 Koll Center, a Tentative Tract Map, Tentative Parcel Map, transfer to retail development rights, or any of the other actions associated with the Koll Center Residences Project.

Alternative A would have no significant impacts in comparison to the Proposed Project. Significant unavoidable air quality construction impacts, construction noise impacts, and land use compatibility impacts associated with the AELUP for John Wayne Airport would not occur should no development occur on the project site. No mitigation would be required to reduce potential significant impacts to a less than significant level associated with the topics of biological resources, cultural resources, geology and soils, hazards and hazardous materials, and operational noise effects. No significant impacts are anticipated related to aesthetics, greenhouse gases, hydrology and water quality, population and housing, public services, recreation, traffic, or utilities. Alternative A would not require and therefore would not implement water quality BMPs that would treat runoff before leaving the project site. Alternative A would not achieve any of the objectives of the Project, and it would not implement the goals and objectives that the City's General Plan and Airport Business Area ICDP have established for the project site. This alternative would not provide housing proximate to jobs and supporting services, with pedestrian-oriented amenities that facilitate walking and enhance livability.

Alternative B: Reduced Height and Density Alternative

Alternative B assumes a reduction in height of Building 1, Building 2 and Building 3 from 160 feet to 114 feet (from 13 stories to 9 stories), and a reduction in residential density. The development footprint area would not change. Alternative B would also include a 1.17-acre public park, 3,000-sf of retail uses, and structured parking. When compared to the Proposed Project, Alternative B would allow for 173 dwelling units (compared to 260 dwelling units) and require 368 parking spaces (compared to 557 spaces). Surface parking that would be removed during construction and site development would be provided in a free-standing parking structure and within the Building 1 parking structure. Because fewer parking spaces are needed, the parking structures for Buildings 1, 2, and 3 would have one less level of below-grade parking when compared to the Project. Grading associated with Alternative B would require approximately 89,414 cy of export compared to approximately 118,500 cy of export associated with the Proposed Project. The timeframe for completion of Alternative B would be approximately 3.5 months shorter than the 4.5-year construction period for the Project.

Alternative B would require the same discretionary actions as noted for the Proposed Project. It is assumed that a Mitigation Program similar to what is proposed for the Project would be required for Alternative B. Although the nature of the mitigation would be the same, the mitigation requirements may be slightly less because of the reduction in development.

Alternative B would incrementally reduce significant impacts associated with the intensity of development as well as the reduced timeframe for construction. Building heights would be reduced by 46 feet. When compared to the Proposed Project, Alternative B would reduce but not eliminate significant unavoidable air quality construction impacts, construction noise impacts, and land use compatibility impacts associated with the AELUP for John Wayne Airport. Mitigation measures would be required to reduce potential significant impacts to a less than significant level associated with the biological resources, cultural resources, geology and soils, hazards and hazardous materials, and operational noise effects. No significant impacts are

anticipated related to the topics of aesthetics, greenhouse gases, hydrology and water quality, population and housing, public services, recreation, traffic, or utilities.

Alternative B It would be consistent with several of the goals and policies of the General Plan for the Airport Business Area. However, Alternative B would be inconsistent with General Plan Policy LU 6.15.9 and the Airport Business Area ICDP which require a minimum density of 30 dwelling units per net acre and a maximum density of 50 dwelling units per net acre. Alternative B would have a density of approximately 20 dwelling units per net acre. Since Alternative B is able to meet four of the Project's six objectives, it is considered a potentially feasible alternative.

Alternative C: Age-Restricted Residences Alternative

Alternative C assumes that all residential units would be age-restricted to 55 years of age or older. As with the Proposed Project, Alternative C assumes 260 for-sale residential units, 3,000 sf of retail uses, and a 1.17-acre public park. The development footprint and the building heights would be the same. The City requires fewer parking spaces for senior housing: 1.2 parking spaces per unit. The Project proposes 2.1 parking spaces per unit. Therefore, the number of required parking spaces associated with Alternative C would decrease from 557 to 312 spaces. Surface parking that would be removed during by construction and site development would be provided in a free-standing parking structure and within the Building 1 parking structure. Fewer required residential spaces would eliminate one level of below-grade parking in the parking structure for Building 1 and parking structure for Building 2 and Building 3. Grading associated with Alternative C would require approximately 89,414 cy of export compared to approximately 118,500 cy of export associated with the Proposed Project. The timeframe for completion of Alternative C would be 1.5 months shorter than the 4.5-year construction period for the Project.

Alternative C would require the same discretionary actions as the Project. It is assumed that a Mitigation Program similar to what is proposed for the Project would be required for Alternative C. Although the nature of the mitigation would be the same, the mitigation requirements may be slightly less because of the incremental changes associated with an age-restricted development.

Alternative C is would incrementally reduce significant impacts because of the nature of age-restricted development as well as the reduced timeframe for construction. When compared to the Proposed Project, Alternative C would reduce but not eliminate significant unavoidable air quality construction impacts, construction noise impacts, and land use compatibility impacts associated with the AELUP for John Wayne Airport. Mitigation would be required to reduce potential significant impacts to a less than significant level associated with the biological resources, cultural resources, geology and soils, hazards and hazardous materials, and operational noise effects. No significant impacts are anticipated related to the topics of aesthetics, greenhouse gases, hydrology and water quality, population and housing, public services, recreation, traffic, or utilities. Although not a significant impact, Alternative C would generate less vehicular traffic and reduce the demand on schools. Since Alternative C would meet five of the six objectives of the Project and reduce environmental impacts associated with the Project, it is considered a potentially feasible alternative.

Alternative D: Modified Site Plan Alternative

Alternative D is proposed to reduce the duration of on-site construction. Constructed in three phases rather than four phases, the estimated duration of construction would decrease from approximately 4.5 years to 3 years. As with the Proposed Project, Alternative D assumes 260 residential units, 3,000 sf of retail uses, and a 1.17-acre public park. However, Alternative D assumes that all surface parking removed by the construction and operation of the Project would be provided in the parking structure for Building 1. The free-standing parking structure would not be constructed and therefore the development footprint for Alternative D would be smaller than for the Project. The size of the project site would decrease from 13.16 acres to approximately 12.46 acres. The area proposed for the parking structure would remain as surface parking for Koll Center Newport (see Figure 6-2 in Section 6.0, *Alternatives*). Because the free standing parking structure would not be constructed prior to the start of grading and construction for Building 1, valet and/or shuttle parking to another location(s) within and/or outside Koll Center Newport would be required until all of the parking spaces are available within the residential buildings' parking structures.

Alternative D would require a larger subsurface building footprint to allow for the construction of additional below-ground parking for the Project uses and the removed surface parking used by existing tenants and guests. The same number of below-grade levels of parking would be provided as for the Project. However, additional excavation would be required to create a larger horizontal footprint for parking structures. Grading associated with Alternative D would require approximately 153,000 cy of export compared to approximately 118,500 cy of export associated with the Proposed Project. While the subterranean footprint would be larger, no changes would be visible above the ground surface. Buildings 1, 2, and 3 would be situated in the same locations and be the same height as the Project.

Alternative D would require the same discretionary actions as the Proposed Project. It is assumed that a Mitigation Program similar to what is proposed for the Project would be required for Alternative D. Although the nature of the mitigation would be the same, the mitigation requirements may be slightly different due to the changes associated with the alternative.

Alternative D would incrementally reduce significant impacts associated with the reduced timeframe for construction from 4.5 years to 3 years because the free-standing parking would not be constructed. When compared to the Proposed Project, Alternative D would reduce but not eliminate significant unavoidable air quality construction impacts and construction noise impacts. Mitigation would be required to reduce potential significant impacts to a less than significant level associated with the biological resources, cultural resources, geology and soils, hazards and hazardous materials, and operational noise effects. No significant impacts are anticipated related to the topics of aesthetics, GHG, hydrology and water quality, population and housing, public services, recreation, traffic, or utilities. While not identified as a significant impact, GHG and air quality emissions would be reduced because of the shorter construction period.

One major difference between the Proposed Project and Alternative D is that the alternative would not provide replacement parking prior to initiation to construction of Building 1. The Project estimates that construction activities for Building 1 would remove 331 surface parking spaces. For Alternative D, more spaces would be removed because the subsurface development footprint would be larger. Parking within the Building 1 parking structure would not be available for existing office tenants and visitor as well as new residents until Building 1 is completed. Until that time, parking would need to be provided in other parts

of Koll Center Newport or outside of the boundary Koll Center Newport because there would not be enough available parking spaces to meet the parking demand and the number of spaces required by the Koll Center Newport Planned Community.

Upon completion of this development under this alternative scenario, both replacement parking and required parking for new development would be provided. The loss of parking during construction would be an inconvenience to tenants and visitors to the office buildings but would not cause a significant physical impact on the environment because parking could be made available. Compared to Alternative D, the Project would provide a parking structure prior to the construction of Building 1 which would reduce the inconvenience to office tenants and visitors. Alternative D would meet the objectives identified for the Project.

1.4 Summary of Effects with No Impact

Throughout preparation of the EIR, the City of Newport Beach Environmental Checklist was used to determine the impact categories that would require evaluation to determine the potentially significant environmental effects of the Proposed Project. The following includes a discussion of the impact categories where the Project would have “no impact” and a summary discussion of why this determination was reached. There is no further evaluation of these Environmental Checklist questions in the EIR.

Agriculture and Forest Resources

The State CEQA Guidelines ask for an evaluation of the following:

“Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?”

“Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?”

“Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?”

“Would the project result in the loss of forest land or conversion of forest land to non-forest use?”

“Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?”

The project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No portion of the project site is covered by a Williamson Act Contract (DOC, 2017). Additionally, the area does not include forest resources, including timberlands, and is not zoned for agriculture (Newport Beach, 2006). For these reasons, no impacts would occur and these topics are not addressed in the EIR.

Aesthetics and Visual Resources

The State CEQA Guidelines ask for an evaluation of the following:

“Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?”

The project site is not adjacent to, nor can it be viewed from a designated State scenic highway (Caltrans, 2017). For this reason, no impact would occur and this topic is not addressed in the EIR.

Biological Resources

The State CEQA Guidelines ask for an evaluation of the following:

“Would the project have a substantial adverse effect on any riparian habitat or other special-status natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS?”

“Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?”

The project site does not contain riparian habitat (USFW, 2017) or any water resources (e.g., streams, creeks, channels, vernal pools). Therefore, no impacts to riparian habitat would result from Project implementation. Additionally, the site does not contain waters, including wetland waters, that are subject to federal jurisdiction under Section 404 of the Clean Water Act. The San Joaquin Marsh is located approximately 0.15 mile east southeast of the site in the City of Irvine. For this reason, no impact would occur and this topic is not addressed in the EIR.

The State CEQA Guidelines ask for an evaluation of the following:

“Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Conflict with any applicable plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?” A similar question is asked in Land Use and Planning, “Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?”

The project site is within the plan area of the Central-Coastal Orange County Natural Communities Conservation Plan (NCCP). However, the project site is not in a reserve designated under the NCCP, and there are no survey requirements for the project site pursuant to the NCCP (County of Orange, 1996). The City of Newport Beach General Plan Natural Resources Element designates 28 Environmental Study Areas (ESAs). An ESA may support species and habitats that are sensitive and rare within the region or may function as a migration corridor for wildlife. The site is not located within a designated ESA (Newport Beach, 2009). The nearest ESA is San Diego Creek, located approximately 0.80 mile

south/southwest of the site. For this reason, no impact would occur and this topic is not addressed in the EIR.

Geology and Soils

The State CEQA Guidelines ask for an evaluation of the following:

“Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?”

The project site has sewer connections maintained by the City of Newport Beach Municipal Operations Department. Wastewater treatment for the site is provided by the Orange County Sanitation District. The Project does not require septic tanks or assume alternative wastewater disposal systems. For this reason, no impact would occur and this topic is not addressed in the EIR.

Hazards and Hazardous Materials

The State CEQA Guidelines ask for an evaluation of the following:

“Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?”

There are no existing or proposed schools within 0.25 mile of the project site. For this reason, no impact would occur and this topic is not addressed in the EIR.

The State CEQA Guidelines ask for an evaluation of the following:

“Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?”

There is no native habitat susceptible to burning in wildland fires on the site. Project development would not place buildings or structures at substantial risk from wildland fires. For this reason, no impact would occur and this topic is not addressed in the EIR.

The State CEQA Guidelines ask for an evaluation of the following:

“For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?”

There are no private airstrips located immediately adjacent to or near the project site. For this reason, no impact would occur and this topic is not addressed in the EIR. The site is appropriately 0.44 mile from John Wayne Airport. The relationship of the Project to John Wayne Airport is addressed in Section 4.9, *Land Use and Planning*.

Land Use and Planning

The State CEQA Guidelines ask for an evaluation of the following:

“Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?”

The site is within the plan area of the Central-Coastal Orange County NCCP. However, the site is not in a reserve designated under the NCCP and there are no survey requirements pursuant to the NCCP (County of Orange, 1996). For this reason, no impact would occur and this topic is not addressed in the EIR.

Mineral Resources

The State CEQA Guidelines ask for an evaluation of the following:

“Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or result in the loss of availability of a locally-important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan?”

The California Geological Survey (California Geological Survey, 2012) does not identify any mineral resources on or adjacent to the project site. For this reason, no impact would occur and this topic is not addressed in the EIR.

Population, Housing, and Employment

The State CEQA Guidelines asks for an evaluation of the following two issues:

“Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?”

“Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?”

There are no existing residences on the project site. The Project proposes the development of 260 dwelling units on the site. Therefore, the Project would not displace existing residential units or residents and the Project would not necessitate the need for replacement housing. For these reasons, this topic is not addressed in the EIR.

1.5 Summary of Significant Unavoidable Impacts

Air Quality

Threshold 4.2-1: The Air Quality Management Plan (AQMP) provides controls sufficient to attain the federal and State ozone and particulate standards based on the long-range growth projections for the region. Although the Project does not exceed the assumptions in the AQMP, construction of the Proposed Project exceeds NO_x thresholds. Therefore, Project construction would potentially result in an increase in the frequency or severity of existing air quality violations or delay

timely attainment of air quality standards. The Project would potentially conflict with the AQMP.

Threshold 4.2-2: Construction-related emissions would exceed the South Coast Air Quality Management District's (SCAQMD) NO_x thresholds despite the implementation of MM 4.2-1. Localized construction emissions would also exceed PM₁₀ and PM_{2.5} thresholds despite the implementation of Standard Conditions.

Threshold 4.2-3: The Proposed Project would result in significant construction impacts for NO_x (a criteria pollutant precursor). Due to the exceedance of the construction NO_x threshold (despite implementation of Mitigation Measure 4.2-1) the Project would not be consistent with the 2016 AQMP, which is intended to bring the South Coast Air Basin (SCAB) into attainment for all criteria pollutants. Therefore, the Project's contribution to regional pollutant concentrations would be cumulatively considerable.

Cumulative Impacts: The Proposed Project would exceed SCAQMD construction NO_x thresholds with the implementation of MM 4.2-1. Due to the exceedance of the construction NO_x thresholds, the Project would potentially conflict with the 2016 AQMP, which is intended to bring the SCAB into attainment for all criteria pollutants. Therefore, the Project's contribution to regional pollutant concentrations would be cumulatively considerable.

Land Use and Planning

Threshold 4.9-2: The Proposed Project requires a zoning code amendment to PC-15 Koll Center; therefore, a determination of consistency with the Airport Environs Land Use Plan (AELUP) for John Wayne Airport by the Airport Land Use Commission (ALUC) of Orange County is required in accordance with General Plan Policy LU 3.8 and the requirements outlined in the AELUP. The ALUC's consistency determination for the Project must occur prior to the Newport Beach City Council taking action on this Project. The possibility of an ALUC determination of inconsistency with the AELUP is considered potentially significant. No mitigation measures are available that would reduce this impact to a less than significant level. A significant unavoidable adverse impact would result and a Statement of Overriding Considerations would be required to be made by the City Council at the time action on the Project is taken.

Noise

Thresholds 4.10-1, 4.10-3, and 4.10-4: Construction activities would result in a substantial temporary increase in ambient noise levels to various receptors adjacent to site development, including residential, office, and commercial uses. MMs 4.10-1 through 4.10-4 are proposed to reduce noise levels. However, due to proximity of the noise-sensitive receivers and duration of construction activities, the temporary noise increases would be significant. There would be periodic, temporary,

unavoidable significant noise impacts that would cease upon completion of construction activities.

Cumulative Impacts: The Project's construction activities would result in a substantial temporary increase in ambient noise levels. There would be periodic, temporary, unavoidable significant noise impacts that would cease upon completion of construction activities. The Project would contribute to significant unavoidable construction noise impacts should other development proximate to the project site occur concurrent with the Project.

1.6 Summary of Environmental Impacts and Mitigation

Table 1-1 provides a summary of the potential environmental effects of the Proposed Project, the Mitigation Program recommended to ensure that Project impacts are mitigated to the extent feasible, and the expected status of effects following the implementation of the Mitigation Program. The Mitigation Program is comprised of Project Design Features (PDFs), Standard Conditions and Requirements (SCs), and Mitigation Measures (MMs). The Mitigation Program will serve to prevent, reduce, and/or fully mitigate potential environmental impacts. The more detailed evaluation of these issues, as well as the full text of the Mitigation Program, is presented in EIR Sections 4.1 through 4.15.

Given the length of some measures in the Mitigation Program, some measures are only briefly summarized in the table. Each measure is identified by a number that can be used to reference the full text of the measure in the applicable EIR Section. Where a measure applies to more than one topic, it is presented (either summarized or full text) in the primary section to which it applies, and is then cross-referenced. The mitigation measures identify who is responsible, when the action would be implemented, and who would be the approving authority. The Mitigation Monitoring and Reporting Program would be developed using the full text of the Mitigation Program.

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
Aesthetics			
Threshold 4.1-1 Have a substantial adverse effect on a scenic vista.	The Project would have no impact on scenic vistas. The City of Newport Beach General Plan does not identify any scenic vistas or view points on or proximate to the project site. No Impact.	Standard Conditions and Requirements SC 4.1-1: Obtain site development review approval before the issuance of a building or grading permit in compliance with the City of Newport Beach Municipal Code Section 20.52.080.	No Impact.
Threshold 4.1-2 Substantially degrade the existing visual character or quality of the site and its surroundings.	The implementation of the Project would change the visual character of the site from a parking lot to a mixed-use development consistent with the General Plan land use designations for the property. The Project would not have significant aesthetic or visual resource impacts. Less Than Significant.	Standard Conditions and Requirements SC 4.1-1 is applicable. SC 4.1-2: The following City-adopted standard operating conditions of approval would apply: lighting shall be in compliance with applicable standards of the Zoning Code. No direct rays or glare are permitted to shine onto public streets or adjacent sites or create a public nuisance.	Less Than Significant.
Threshold 4.1-3 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	The project site is in an urbanized area with existing sources of lighting. The site currently contains light standards within the surface parking areas. Additional lighting in the area includes vehicle headlights, traffic signals, illuminated signage, and lighting associated with office and commercial uses. The introduction of additional light sources would not be a significant impact. Allowable building materials would minimize the potential for glare. MM 4.10-7 in Section 4.10, <i>Noise</i> , would mitigate potential lighting impacts associated with the free-standing parking structure to a less than significant level. Potentially Significant.	Mitigation Measures MM 4.10-7 is applicable.	Less Than Significant.

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
Air Quality			
<p>Threshold 4.2-1 Conflict with or obstruct implementation of the applicable air quality plan.</p>	<p>The AQMP provides controls sufficient to attain the federal and State ozone and particulate standards based on the long-range growth projections for the region. Although the Project does not exceed the assumptions in the AQMP, construction activities would exceed NO_x thresholds. Therefore, Project construction would potentially result in an increase in the frequency or severity of existing air quality violations or delay timely attainment of air quality standards. The Project would potentially conflict with the AQMP. Potentially Significant.</p>	<p>Project Design Features</p> <p>PDF 1: Building Design. The Applicant will pursue a Leadership in Energy and Environmental Design (LEED) Silver Certification for the Project.</p> <p>Standard Conditions and Requirements</p> <p>SC 4.2-1: Dust Control. During construction, the Applicant shall require all construction contractors to comply with South Coast Air Quality Management District’s (SCAQMD’s) Rules 402 and 403 in order to minimize construction emissions of dust and particulates.</p> <p>SC 4.2-2: Architectural Coatings. South Coast Air Quality Management District (SCAQMD) Rule 1113 requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce reactive organic gas (ROG) emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories. Architectural coatings shall be selected so that the volatile organic compound (VOC) content of the coatings is compliant with SCAQMD Rule 1113. This requirement shall be included as notes on contractor specifications.</p> <p>SC 4.11-1 is applicable.</p> <p>Mitigation Measures</p> <p>MM 4.2-1: Prior to the issuance of Grading Permit, the construction contractor shall provide evidence to the Community Development Director and City Traffic Engineer that the following measures will be implemented during construction: Provide temporary traffic controls</p>	<p>Significant and Unavoidable.</p>

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
		such as a flag person, during all phases of construction to maintain smooth traffic flow.	
Threshold 4.2-2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	Construction-related emissions would exceed the SCAQMD's NO _x thresholds despite the implementation of MM 4.2-1. Localized construction emissions would also exceed PM ₁₀ and PM _{2.5} thresholds despite the implementation of Standard Conditions. Operational air emissions associated with the Proposed Project would be less than significant. Potentially Significant.	Project Design Features PDF 1 is applicable. Standard Conditions and Requirements SC 4.2-1 is applicable. SC 4.2-2 is applicable. SC 4.11-1 is applicable. Mitigation Measures MM 4.2-1 is applicable.	Significant and Unavoidable.
Threshold 4.2-3 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable NAAQS or CAAQS (including releasing emissions that exceed quantitative thresholds for ozone precursors).	The Project would result in significant construction impacts for NO _x (a criteria pollutant precursor). Operational air quality impacts including nonattainment criteria pollutants would be less than significant. Due to the exceedance of the construction NO _x threshold (despite implementation of MM 4.2-1) the Project would not be consistent with the 2016 AQMP, which is intended to bring the air basin into attainment for all criteria pollutants. Therefore, the Project's contribution to regional pollutant concentrations would be cumulatively considerable. Potentially Significant.	Project Design Features PDF 1 is applicable. Standard Conditions and Requirements SC 4.2-1 is applicable. SC 4.2-2 is applicable. SC 4.11-1 is applicable. Mitigation Measures MM 4.2-1 is applicable.	Significant and Unavoidable.
Threshold 4.2-4 Expose sensitive receptors to substantial pollutant concentrations.	CO hot spots would not be experienced at any intersections from 1,207 additional Project vehicle trips. Construction would be subject to and would comply with California regulations limiting the idling of heavy-duty	No mitigation is required.	Less Than Significant.

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
	<p>construction equipment to no more than five minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable diesel PM emissions. The Project would not expose sensitive receptors from substantial pollutant concentrations from the John Wayne Airport. The Project would not cause nor expose persons to significant levels of toxic air contaminants. Less Than Significant.</p>		
<p>Threshold 4.2-5 Create objectionable odors affecting a substantial number of people.</p>	<p>Odors may be perceived during construction but these are a temporary, short-term impact, typical of construction operations. Less Than Significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant.</p>
Biological Resources			
<p>Threshold 4.3-1 Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDWG or USFWS.</p>	<p>The Project would potentially have direct impacts on nesting birds. This impact would be mitigated to a level considered less than significant with implementation of MM 4.3-1. Potentially Significant.</p>	<p>Mitigation Measures MM 4.3-1: A preconstruction survey for nesting birds shall be conducted by a qualified biologist if clearing and grubbing work is conducted within the bird nesting season (typically February 15 to September 15). If an active nest is discovered, disturbance within an established buffer shall be prohibited until nesting is complete; the buffer distance shall be determined by the biologist in consultation with applicable resource agencies and in consideration of species sensitivity and existing nest site conditions. Limits of avoidance shall be demarcated with flagging or fencing. The biologist shall record the results of the recommended protective measures described above and shall submit a memo summarizing any nest avoidance measures to the City to document compliance with applicable State and federal laws pertaining to the protection of native birds.</p>	<p>Less Than Significant.</p>

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
<p>Threshold 4.3-2 Interfere substantially with the movement of any native or migratory fish or wildlife species; inhibit established native resident or migratory fish or wildlife corridors; or impede the use of native wildlife nursery sites.</p>	<p>The Project would potentially have direct impacts on nesting birds. This impact would be mitigated to a level considered less than significant with implementation of MM 4.3-1. Potentially Significant.</p>	<p>Mitigation Measures MM 4.3-1 is applicable.</p>	<p>Less Than Significant.</p>
<p>Threshold 4.3-3 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>	<p>The City does not have a tree preservation ordinance applicable to trees on private property. Municipal Code Chapter 13.09, Parkway Trees, requires new developments to plant trees in the parkway abutting the building site. Less Than Significant.</p>	<p>Standard Conditions and Requirements SC 4.3-1: The Applicant shall be responsible for planting trees in the parkway abutting the building site in accordance with City rules, regulations and policies in compliance with the City of Newport Beach Municipal Code Chapter 13.09 (Parkway Trees). The parkway trees shall be at least a 36-inch box of the type, variety and/or species determined by the City in accordance with the City Street Tree Designation List. If the City determines that because of the location, terrain, or condition of the property that required tree planting is impractical at the abutting parkway, the City shall plant the 36-inch box tree at a location designated by the City.</p>	<p>Less Than Significant.</p>
Cultural Resources			
<p>Threshold 4.4-1 Cause a substantial adverse change in the significance of a historical resource, as defined in CEQA Guidelines Section 15064.53.</p>	<p>Neither the project site nor the surrounding area contains resources that have been listed or are eligible for listing on the NRHP, the CRHR, California landmarks, or local registers. No impacts would occur. No Impact.</p>	<p>No mitigation is required</p>	<p>No Impact.</p>

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
<p>Threshold 4.4-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.</p>	<p>The Project would potentially have direct impacts on archaeological and cultural resources. This impact would be mitigated to a less than significant level with MM 4.4-1. Potentially Significant.</p>	<p>Mitigation Measures MM 4.4-1: Prior to the issuance of a grading permit and/or action that would permit project site disturbance (whichever occurs first), the Applicant shall provide written evidence to the City that the Applicant has retained a qualified archaeologist and Native American monitor to observe grading activities and to salvage and catalogue historic and archaeological resources, as necessary. The selection of a qualified Gabrieliño Band of Mission Indians Native American monitor shall be made by the archaeologist subject to the approval of the City.</p>	<p>Less Than Significant.</p>
<p>Threshold 4.4-3 Cause a substantial adverse change in the significance of a tribal cultural resource.</p>	<p>The Project would potentially have direct impacts on archaeological resources. This impact would be mitigated to a less than significant level with MM 4.4-1. Potentially Significant.</p>	<p>Mitigation Measures MM 4.4-1 is applicable.</p>	<p>Less Than Significant.</p>
<p>Threshold 4.4-4 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</p>	<p>The Project would potentially have direct impacts on paleontological resources. This impact would be mitigated to a less than significant level with MM 4.4-2. Potentially Significant.</p>	<p>Mitigation Measures MM 4.4-2: Prior to the issuance of the first grading permit and/or action that would permit project site disturbance, the Applicant shall provide written evidence to the City of Newport Beach Community Development Department that the Applicant has retained a qualified Paleontologist to monitor any potential impacts to paleontological resources throughout the duration of any ground-disturbing activities at the project site. The paleontologist shall review the project’s final plans and develop and implement a Paleontological Mitigation Plan.</p>	<p>Less Than Significant.</p>

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
<p>Threshold 4.4-5 Disturb any human remains, including those interred outside of formal cemeteries.</p>	<p>There is no indication that there are burials present at the project site and it is unlikely that human remains would be discovered during project development. Should human remains be discovered during grading activities, SC 4.4-1 addresses procedures to follow. Compliance with existing law would ensure that impacts to human resources would not occur. Less Than Significant.</p>	<p>Standard Conditions and Requirements SC 4.4-1: California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.</p>	<p>Less Than Significant.</p>
Geology and Soils			
<p>Threshold 4.5-1 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.</p> <p>Threshold 4.5-2 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.</p>	<p>The Project would not result in any significant impacts associated with a rupture of a known earthquake fault. The project site is in a seismically active area and strong ground shaking due to regional seismic activity is anticipated. Habitable structures on the project site are subject to seismic design parameters that would appropriately address seismic building standards. Impacts associated with seismic shaking would be mitigated to a less than significant level with implementation of SC 4.5-1, SC 4.5-2, and MM 4.5-1. Potentially Significant.</p>	<p>Standard Conditions and Requirements SC 4.5-1: The Project is required to comply with City of Newport Beach Municipal Code, Chapter 15.10, Excavation and Grading Code. Prior to the issuance of any grading permits, the City of Newport Beach Community Development Department, Building Division Manager or his/her designee shall review the grading plan for conformance with the grading shown on the approved tentative map. The grading plans shall be accompanied by geological and soils engineering reports and shall incorporate all information as required by the City. SC 4.5-2: The Project is required to comply with General Plan Safety Element Policies S 4.1 through S 4.6, which require new development to be in compliance with the most recent seismic and other geologic hazard safety standards, and help protect community health and safety through the implementation of effective, state-of-the-art standards for seismic design of structures.</p> <p>Mitigation Measures MM 4.5-1: The Applicant shall submit to the City of Newport Beach Community Development Department,</p>	<p>Less Than Significant.</p>

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
		Building Division for review and approval, a site-specific, design-level geotechnical investigation prepared for the project site by a registered geotechnical engineer. The investigation shall comply with all applicable State and local code requirements.	
<p>Threshold 4.5-3 Expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death from seismic-related ground failure, including liquefaction.</p> <p>Threshold 4.5-6 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.</p>	<p>The site is in a seismically active area and considered susceptible to limited amounts of seismic induced liquefaction. Habitable structures on the site are subject to seismic design parameters that would appropriately address seismic building standards. Impacts associated with seismic shaking would be mitigated to a level considered less than significant with SC 4.5-1 and MM 4.5-1. The potential for seismic shaking, landslides, lateral spreading, and subsidence are low and considered less than significant.</p> <p>Potentially Significant.</p>	<p>Standard Conditions and Requirements</p> <p>SC 4.5-1 is applicable. SC 4.5-2 is applicable.</p> <p>Mitigation Measures</p> <p>MM 4.5-1 is applicable.</p>	Less Than Significant.
<p>Threshold 4.5-4 Expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death from landslides.</p>	<p>The project site is relatively level and landslides would not occur on the project site. No impacts would occur. No Impact.</p>	No mitigation is required.	No Impact.
<p>Threshold 4.5-5 Result in substantial soil erosion or the loss of top soil.</p>	<p>Grading activities would increase the potential for soil erosion and loss of top soil. With the incorporation of construction BMPs (see Section 4.8, <i>Hydrology and Water Quality</i>), Project impacts on soil erosion and loss of top soil would be less than significant. Upon completion of the Project, soil erosion</p>	No mitigation is required	Less Than Significant.

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
	and the loss of top soil would be minimized through the use of engineered grading, surface drainage improvements, and landscaping. Less Than Significant.		
Threshold 4.5-7 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.	On-site soils have a very low to medium to high expansion potential. With MM 4.5-1, impacts from the Project associated with expansive soils would be less than significant. Potentially Significant.	Mitigation Measures MM 4.5-1 is applicable.	Less Than Significant.
Greenhouse Gas Emissions			
Threshold 4.6-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Development of the Project would not result in a substantial increase of GHG emissions that would exceed the SCAQMD’s significance criteria. Less Than Significant.	Project Design Features PDF 1 is applicable. PDF 3: Incorporate Efficient Irrigation Design Strategies along with the use of Reclaimed Water. Reclaimed water will be used for all Project landscaping including the plazas, public park, and podium outdoor spaces for each of the residential buildings. Reclaimed water would be installed to irrigate the existing Koll Center Newport landscape areas within the project site boundaries. Standard Conditions SC 4.6-1: Energy Efficiency Standards. The Project shall be built in accordance with the current California Building Energy Efficiency Standards for residential and nonresidential in effect at the time of building permit application submittal to the City of Newport Beach.	Less Than Significant.

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
<p>Threshold 4.6-2 Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</p>	<p>The Project would not interfere with the implementation of the City’s Energy Action Plan, SCAG’s 2016-2040 RTP/SCS, or CARB’s Scoping Plan consistent with AB 32. Less Than Significant.</p>	<p>No mitigation is required</p>	<p>Less Than Significant.</p>
Hazards and Hazardous Materials			
<p>Threshold 4.7-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p> <p>Threshold 4.7-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	<p>The Project could potentially create a hazard to the public or the environment through exposure to contaminated soil or groundwater during construction. This impact would be mitigated to less than significant level with MM 4.7-1. Potentially Significant.</p>	<p>Mitigation Measures</p> <p>MM 4.7-1: Prior to the issuance of a building, grading, or demolition permit, the Applicant shall prepare a soil management plan for all excavation projects conducted on the project site, to be implemented in the event that excavation occurs in an area that may contain contaminants and for situations when contaminants that were not previously identified are suspected or discovered. The plan shall identify appropriate measures to be followed if contaminants are encountered during excavation. The appropriate measures shall identify personnel to be notified, emergency contacts, and a sampling protocol. The excavation and demolition contractors shall be made aware of the possibility of encountering known and unknown hazardous materials, and shall be provided with appropriate contact and notification information. The plan shall include a provision stating at what point it is safe to continue with the excavation, and identify the person authorized to make that determination. Removal, transportation, and disposal of impacted soil or groundwater shall be performed in accordance with applicable federal, State, and local laws, regulations, and ordinances. The soil management plan shall be submitted for City of Newport Beach for review and approval.</p>	<p>Less Than Significant.</p>

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
Threshold 4.7-3 Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	The project site is not identified on the Cortese List, which is the list of hazardous materials sites that is compiled pursuant to Section 65962.5 of the California Government Code. The Phase I ESA determined that the project site was not listed in any of the hazardous materials databases reviewed. No Impact.	No mitigation is required.	No Impact.
Threshold 4.7-4 Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.	The Project would not impair or physically interfere with an adopted emergency response or evacuation plan, including the City’s Emergency Operations Plan. Less Than Significant.	No mitigation is required.	Less Than Significant.
Land Use and Planning			
Threshold 4.9-1 Physically divide an established community.	Given the predominately existing office uses in the surrounding area, the transition of the project site to include residential land uses would alter the character of the existing business community by introducing residential population and providing recreational open space amenities. The Project would not introduce any roadways or infrastructure that would bisect or transect Koll Center Newport. The massing and heights of the proposed buildings would not create a significant visual barrier or separation within Koll Center Newport, as the massing and heights would be similar to those of the uses found throughout the project area. No Impact.	No mitigation is required.	No Impact.

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
<p>Threshold 4.9-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.</p>	<p>Implementation of the Project would not result in significant land use impacts related to relevant Newport Beach General Plan goals and policies. The Project includes an amendment to PC-15 Koll Center to include provisions allowing for residential development. Because the amendment would be consistent with the General Plan and Airport Business Area ICDP, the amendment to PC-15 Koll Center would not result in a change in policy that would result in significant impacts. The Project is consistent with the Airport Business Area ICDP. Project implementation would potentially require an override if the ALUC determines that the Project is not consistent with the AELUP. Potentially Significant.</p>	<p>SC 4.9-1: Approval of the Project would require project implementation and all future approvals to be subject to all applicable provisions of the Newport Beach General Plan; Koll Center Newport Planned Community; all requirements and enactments of federal, State, and local agency authorities; as well as the requirements of any other governmental entities. All such requirements and enactments will, by reference, become conditions of project approval.</p> <p>SC 4.9-2: Pursuant to the Federal Aviation Administration determination of No Hazard to Air Navigation for a project, the Applicant is required to file FAA Form 7460-2, Notice of Actual Construction or Alteration within five days after the construction reaches its greatest height.</p>	<p>Significant and Unavoidable.</p>
Noise			
<p>Threshold 4.10-1 Expose persons to or generate, noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies.</p> <p>Threshold 4.10-3 Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.</p>	<p>Construction Noise: Construction activities would result in a substantial temporary increase in ambient noise levels to various receptors adjacent to site development, including residential, office, and commercial uses. SC 4.10-1 and MMs 4.10-1 through 4.10-4 are proposed to reduce noise levels. Due to proximity of the noise-sensitive receivers and duration of construction activities, the temporary noise increases would be significant. There would be periodic, temporary, unavoidable significant noise impacts that would cease upon</p>	<p>Standard Conditions and Requirements</p> <p>SC 4.10-1: To ensure compliance with Newport Beach Municipal Code Section 10.28.040, grading and construction plans shall include a note indicating that loud noise-generating Project construction activities (as defined in Section 10.28.040 of the Newport Beach Noise Ordinance) shall take place between the hours of 7:00 AM and 6:30 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays. Loud, noise-generating construction activities are prohibited outside of these hours and on Sundays and federal holidays.</p> <p>SC 4.10-2: Heating, ventilation and air conditioning (HVAC) units shall be designed and installed in accordance with</p>	<p>Significant and Unavoidable.</p>

<p>Threshold 4.10-4 Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.</p>	<p>completion of construction activities. Potentially Significant. Operational Noise: Noise level increases associated Project vehicular traffic would not exceed significance thresholds. However, on-site mobile noise levels would exceed the City’s 60 dBA daytime exterior noise standard and the City’s 50 dBA nighttime standard. With implementation of MMs 4.10-5 and 4.10-6, on-site noise levels from mobile sources (mobile traffic and aircraft) would comply with the City of Newport Beach Noise Ordinance and General Plan Noise Element, as applicable, and would be less than significant with mitigation. Potentially Significant. Stationary Noise: The Project would introduce new stationary noise sources that would result in small noise level increases proximate to noise-sensitive land uses. With the application of SC 4.10-2 and the implementation of MMs 4.10-6, 4.10-7, and 4.10-8, noise levels from Project-related stationary sources to existing and proposed sensitive receptors would comply with the City of Newport Beach Noise Ordinance, as applicable, and would be less than significant. Potentially Significant.</p>	<p>Section 10.26.045 of the Newport Beach Noise Ordinance, which specifies the maximum noise levels for new HVAC installations and associated conditions. All mechanical equipment shall be screened from view of adjacent properties and adjacent public streets for each residential structure, as authorized by a Site Development Review Permit. SC 4.10-3: As required by General Plan Policy N 2.3, the hours of truck deliveries to commercial uses abutting residential uses and other noise sensitive land uses shall be limited to minimize excessive noise unless there is no feasible alternative. Any exemption shall require compliance with nighttime (10:00 P.M. to 7:00 A.M.) noise standards. Mitigation Measures: Construction MM 4.10-1: Grading plans and specifications shall include temporary noise barriers for all grading, hauling, and other heavy equipment operations that would occur within 300 feet of sensitive receptors and occur for more than 20 working days. The noise barriers shall be a minimum height of 12 feet high. The barriers shall be solid from the ground to the top of the barrier, and have a weight of at least 2.5 pounds per square foot, which is equivalent to ¾ inch thick plywood. (Please refer to Section 4.10, <i>Noise</i>, for the full text of this mitigation measure.) MM 4.10-2: Prior to the start of grading, the Construction Manager shall provide evidence acceptable to the City of Newport Beach Public Works Director and/or Community Development Director, that all construction vehicles and equipment, fixed or mobile, shall be maintained in good operating condition and be equipped with all internal combustion, engine-driven equipment fitted with intake and exhaust muffles, air intake silencers, and engine shrouds no less effective than as originally equipped by</p>	
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Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
		<p>the manufacturer. (Please refer to Section 4.10, <i>Noise</i>, for the full text of this mitigation measure.)</p> <p>MM 4.10-3: At least 30 days prior to the start of any ground disturbing or other noise generating activities, the contractor shall notify all businesses within 500 of the project site of the planned start date, duration, nature of the construction activity, and noise abatement measures to be provided. The notification shall include a contact telephone number for questions and the submittal of any complaints of excess, unanticipated noise or vibration.</p> <p>MM 4.10-4: Prior to the beginning of construction activities, a sign shall be posted at the entrance to the job site, clearly visible to the public, that contains a contact name and telephone number of the construction contractor’s authorized representative to respond in the event of a vibration or noise complaint. If the authorized representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City of Newport Beach’s Community Development Director.</p> <p>Mitigation Measures: Operational Activities</p> <p>MM 4.10-5: All residential units shall be designed to ensure that interior noise levels in habitable rooms from exterior sources (including aircraft and vehicles on adjacent roadways) shall not exceed 45 dBA CNEL. This mitigation measure complies with the applicable sections of the California Building Code (Title 24 of the <i>California Code of Regulations</i>). Prior to granting of a building permit, the Applicant shall submit to the City of Newport Beach Community Development Department for review and approval architectural plans and an accompanying</p>	

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
		<p>noise study that demonstrates that interior noise levels in the habitable rooms of residential units would be 45 dBA CNEL or less. Where closed windows are required to achieve the 45 dBA CNEL limit, Project plans and specifications shall include ventilation as required by the California Building Code.</p> <p>MM 4.10-6: Prior to issuance of building permits for Phase 1 and Phase 2, a detailed acoustical study based on architectural plans shall be prepared by a qualified acoustical consultant and submitted to the Community Development Department to demonstrate that all residential units would meet the City’s interior and exterior noise standards. An acoustical study shall demonstrate that interior noise levels at all residential units at the project site would meet the City’s 45 dBA Leq daytime threshold, and 40 dBA Leq nighttime threshold. The necessary noise reduction may be achieved by implementing noise control measures at the receiver locations. The final grading and building plans shall incorporate the required noise barriers (patio enclosure, wall, berm, or combination wall/ berm), and the property owner/developer shall install these barriers and enclosures. (Please refer to Section 4.10, <i>Noise</i>, for the full text of this mitigation measure.)</p> <p>MM 4.10-7 Prior to issuance of building permits for Phase A, a detailed acoustical study based on architectural plans for the free-standing parking structure shall be prepared by a qualified acoustical consultant and submitted to the Community Development Department to demonstrate that the future adjoining residences to the southeast at the Uptown Newport property would meet the City’s 60 dBA Leq daytime (7:00 AM to 10:00 PM) exterior noise</p>	

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
		<p>standard, and 50 dBA Leq nighttime (10:00 PM to 7:00 AM) exterior noise standard for all patios, balconies, and common outdoor living areas. In addition, the acoustical study shall demonstrate that interior noise levels at the Uptown Newport residential units would meet the City's 45 dBA Leq daytime threshold, and 40 dBA Leq nighttime threshold. The necessary noise reduction may be achieved by incorporating a perimeter barrier or other noise-attenuation features at the free-standing parking structure. The final building plans shall incorporate the required noise-attenuation features, and the property owner/ developer shall install these barriers and enclosures.</p> <p>MM 4.10-8: The parking lot surface of all parking garages shall be textured to eliminate tire squeal noise. Ventilation equipment for the parking garages shall be designed to meet the City's noise limits for Zone III, not exceed a daytime maximum of 60 dBA Leq (or 80 dBA L_{max}) and a nighttime maximum of 50 dBA Leq (or 70 dBA L_{max}). This can be accomplished by selecting quieter equipment or by enclosing ventilation equipment.</p>	
Threshold 4.10-2 Expose persons to, or generate, excessive ground borne vibration or ground borne noise levels.	Vibration may be noticeable for short periods during construction, but it would be temporary and periodic and would not be excessive. Vibration effects would be less than significant. Less Than Significant.	No mitigation is required.	Less Than Significant.
Threshold 4.10-5 For a project located within an airport land use compatibility plan or where such a plan has not been adopted, within two miles of a public airport or public use airport,	Since the Project is located outside the 60 dBA CNEL from John Wayne Airport, no significant noise impacts from aircraft activities would occur. Less Than Significant.	No mitigation is required.	Less Than Significant.

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
expose people residing or working in the project area to excessive noise levels.			
Population and Housing			
Threshold 4.11-1 Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	The Project’s population, housing, and employment growth are within overall SCAG projections for the City of Newport Beach. The Project results in greater benefits for balancing jobs and housing opportunities in the City. Less Than Significant.	No mitigation is required.	Less Than Significant.
Public Services			
Threshold 4.12-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection.	The additional population anticipated with the Proposed Project could potentially affect NBF’s response time to the project site. To maintain appropriate level of service to the site and surrounding area, a rescue ambulance with patient transport and advanced life support capabilities is required at Fire Station 7, which is the closest fire station to the site. With SC 4.14-1 and MM 4.14-1, the Project can be adequately served from existing fire stations in the City. Potentially Significant.	Standard Conditions and Requirements SC 4.12-1: Prior to the issuance of a building permit for the construction of residential and commercial uses, the Applicant shall pay the required Property Excise Tax to the City of Newport Beach, as set forth in its Municipal Code (§ 2.12 et seq.) for public improvements and facilities associated with the City of Newport Beach Fire Department, the City of Newport Beach Public Library, and City of Newport Beach public parks. SC 4.12-2: Prior to City approval of individual development plans for the Project, the Applicant shall obtain Fire Department review and approval of the site plan in order to ensure adequate access to the Project site. Mitigation Measures MM 4.12-1: Prior to the issuance of a building permit for the first residential unit(s), the Applicant, or any successors in interest, shall provide payment to the City of Newport Beach for the Project’s pro-rata share of the cost for	Less Than Significant.

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
		purchasing and equipping a new rescue ambulance with patient transport and advanced life support (ALS) capabilities to be located at Santa Ana Heights Fire Station No. 7.	
Threshold 4.12-2 Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.	The demand for police services would not be substantially increased by the introduction of the proposed residential and commercial uses. The Project can be served by the Newport Beach Police Department without any adverse effects on police services. Less Than Significant.	Standard Conditions and Requirements SC 4.12-3: Prior to issuance of building permits, the City of Newport Beach Police Department shall review development plans for the incorporation of defensible space concepts to reduce demands on police services. Public safety planning recommendations shall be incorporated into the Project plans. The Applicant shall prepare a list of project features and design components that demonstrate responsiveness to defensible space design concepts. The Police Department shall review and approve all defensible space design features incorporated into the Project prior to initiating the building plan check process. SC 4.12-4: Prior to the issuance of the first grading permit and/or action that would permit site disturbance, the Applicant shall provide evidence to the City of Newport Beach Police Department that a construction security service or equivalent service shall be established at the construction site along with other measures, as identified by the Police Department and the Public Works Department, to be instituted during the grading and construction phase of the Project.	Less Than Significant.
Threshold 4.12-3 Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities,	Based on current enrollment figures and available capacity, the three schools that would serve potential student generated by the Project would be able to accommodate the additional 29 students. Compliance with	Standard Conditions and Requirements SC 4.12-5: Pursuant to Section 65995 of the California Government Code, the Applicant shall pay developer fees to the Santa Ana Unified School District at the time building permits are issued; payment of the adopted fees	Less Than Significant.

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for public school facilities.	mandated fee program would preclude significant impacts to the Santa Ana Unified School District. Less Than Significant.	would provide full and complete mitigation of school impacts. SC 4.12-6: New development shall be subject to the same General Obligation bond tax rate as already applied to other properties within the Santa Ana Unified School District for Measure G (approved in 2008) and Measure C (approved in 1999) based upon assessed value of the residential and commercial uses.	
Threshold 4.12-4 Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for library services.	The Project is anticipated to include 580 residents, thereby incrementally increasing the demand for City library services. The existing library space, collections, and programs provided are considered adequate for the existing residents, and the proposed residential development would have a nominal impact on library services. Library services can be provided to the Project without significantly impacting existing and planned development within the City. Less Than Significant.	Standard Conditions and Requirements SC 4.12-1 is applicable.	Less Than Significant.
Recreation			
Threshold 4.13-1 Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	The provision of an on-site public park, common open space, and on-site recreational amenities complies with General Plan policies and park dedication requirements. Impacts would be less than significant. Less Than Significant.	Standard Conditions and Requirements SC 4.13-1: The Applicant shall comply with the City of Newport Beach Park Dedication and Fees Ordinance (<i>City of Newport Beach Municipal Code</i> Chapter 19.52). The City's tentative map review authority shall determine whether land dedication, an in-lieu fee, or a combination of the two shall be required in conjunction with its approval of a tentative map. Land dedications shall be offered at the time of appropriate final map recordation,	Less Than Significant.

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
<p>Threshold 4.13-2: Include recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.</p>		<p>either on the final map or by separate instrument. The City may further clarify improvement and phasing requirements in a Development Agreement.</p>	
Traffic			
<p>Threshold 4.14-1 Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.</p>	<p>Impacts from construction traffic would be limited to occasional and temporary delays to traffic during the movement of heavy equipment or transport of heavy loads to and from the project site. The Applicant would be required to identify planned travel patterns for haul vehicles, and obtain a Haul Route permit from the City. Construction management requirements, such as complying with peak hour restrictions, using flag men for short-term obstructions, and a formal traffic control plan for extended lane and street closures would be required. Less Than Significant.</p>	<p>Standard Conditions and Requirements SC 4.14-1: Traffic Management Plan. Prior to issuance of any building permit, the Applicant shall prepare for City of Newport Beach Community Development Director and Traffic Engineer review and approval a Construction Traffic Management Plan for the Project for the issuance of a Haul Route Permit. SC 4.14-3: In compliance with Municipal Code Chapter 15.38, Fair Share Traffic Contribution Ordinance, the Applicant shall be responsible for the payment of fair share traffic fees or right-of-way dedication or traffic improvements or a combination thereof.</p>	<p>Less Than Significant.</p>
<p>Threshold 4.14-2 Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads and highways.</p>	<p>The Project is estimated to generate approximately 1,207 daily trips. Based on CMP criteria, a separate CMP analysis is not required of the Project. Therefore, the Proposed Project would not result in a designated intersection exceeding CMP service standards. Less Than Significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant.</p>

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
<p>Threshold 4.14-3 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.</p>	<p>The Project is not anticipated to result in a change in air traffic patterns. Impacts would therefore be less than significant. Less Than Significant.</p>	<p>Standard Conditions and Requirements SC 4.7-1 is applicable.</p>	<p>Less Than Significant.</p>
<p>Threshold 4.14-4 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).</p> <p>Threshold 4.14-5 Result in inadequate emergency access.</p>	<p>Implementation of the Project would not result in any significant impacts related to circulation or access, and therefore would not significantly impact any emergency response evacuation plans. To ensure safe roadway design, SC 4.14-2 would be applicable to the Project. To facilitate the movement of construction traffic and to minimize potential disruptions, SC 4.14-1 would be applicable to the Project. Less Than Significant.</p>	<p>Project Design Features PDF 4: Improved Project Site Access and Circulation. The Proposed Project’s new circulation pattern from the spine street will provide better overall circulation, as well as wayfinding, which will result in more accessible parking to individual buildings with the existing Koll Center Newport. The Project will also include improvements to pedestrian circulation within Koll Center Newport with the inclusion of raised crosswalks located at convenient locations within the project site.</p> <p>Standard Conditions and Requirements SC 4.14-1 is applicable. SC 4.14-2: Sight distance at all intersections shall comply with City of Newport Beach standards.</p>	<p>Less Than Significant.</p>
<p>Threshold 4.14-6 Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.</p>	<p>The Project would comply with all applicable policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Less Than Significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant.</p>

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
Utilities			
<p>Threshold 4.15-1 Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.</p> <p>Threshold 4.15-2 Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p> <p>Threshold 4.15-5 Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.</p>	<p>Although implementation of the Project would increase generation of wastewater, Project flows would not exceed the established wastewater treatment requirements. Anticipated wastewater generation would require the construction of water and sewer pipeline facilities within the development footprint. The Project would result in less than significant impacts to wastewater facilities. Less Than Significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant.</p>
<p>Threshold 4.15-2 Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p> <p>Threshold 4.15-4 Have sufficient water supplies available to serve the Project from</p>	<p>The Project would increase water demand on the site. The increase in demand of the Project would be less than one percent of IRWD's surplus water supply. The Project would include sufficient water infrastructure improvements to provide water to the project site. Water services can be provided to the Project without significantly impacting existing and planned development within the City and County. Less Than Significant.</p>	<p>Project Design Features PDF 3 is applicable.</p> <p>Standard Conditions and Requirements SC 4.15-1: The Project would be required to comply with the City of Newport Beach Municipal Code Chapter 14.16 related to water conservation and supply level regulations in effect during the construction and operation of the Project, and Municipal Code Chapter 14.17 with respect to water efficient landscaping.</p>	<p>Less Than Significant.</p>

Table 1-1. Summary of Significant Impacts and Mitigation Program			
Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
existing entitlements and resources, or are new or expanded entitlements needed.			
<p>Threshold 4.15-3 Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	<p>The proposed storm drain system would largely maintain the same existing drainage patterns and connectivity. Overall, the Project would result in the conveyance of less water to the storm drain system, since the new development would reduce the impervious area at the project site. Project construction would not increase the overall drainage areas from existing to the proposed condition for the three drainage areas. Storm water drainage can be provided for the Project without significantly impacting existing and planned development within the City and County. Less Than Significant.</p>	<p>Standard Conditions and Requirements SC 4.15-2: The Project would be required to comply with Section 19.28.080 (Storm Drains) of the City’s Municipal Code which requires developers to design and construct all drainage facilities necessary for the removal of surface water from the site (e.g., open/closed channels, catch basins, manholes, junction structures), and to protect off-site properties from a project’s water runoff. The storm drain system must be designed in accordance with the standards of the Orange County Flood Division. A drainage fee is also charged to fund improvements to the City’s drainage facilities.</p>	Less Than Significant.
<p>Threshold 4.15-6 Be served by a landfill with sufficient permitted capacity to accommodate the Project’s solid waste disposal needs.</p> <p>Threshold 4.15-7 Comply with federal, state, and local statutes and regulations related to solid waste.</p>	<p>Based on the remaining capacity of the Bowerman Landfill and the County’s long-term planning programs required to meet CalRecycle requirements, there would be adequate waste disposal capacity within the permitted County’s landfill system to meet the needs of the Project. Solid waste services can be provided without significantly impacting existing and planned development within the City and County. Less Than Significant.</p>	<p>Standard Conditions and Requirements SC 4.15-3: The Applicant shall prepare and obtain approval of a Construction and Demolition Waste Management Plan (CDWMD) for each phase of the Project. The CWMP shall list the types and weights or volumes of solid waste materials expected to be generated from construction. The CDWMP shall include options to divert from landfill disposal, nonhazardous materials for reuse or recycling by a minimum of 65 percent of total weight or volume.</p>	Less Than Significant.

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Thresholds Applied	Environmental Impacts/ Level of Significance Before Mitigation	Summary of Mitigation Program: Project Design Features, Standard Conditions, and Mitigation Measures	Level of Significance After Mitigation
<p>Threshold 4.15-8 Increase demand for energy that requires expanded supplies or the construction of new infrastructure or expansion of existing facilities, the construction of which could cause significant environmental effects.</p> <p>Threshold 4.15-9 Result in an inefficient, wasteful and unnecessary consumption of energy.</p>	<p>There are existing electrical and natural gas facilities within and adjacent to the project site to serve the Project. Utility providers can serve the Project without adversely affecting service to the area. There would be less than significant impacts to additional demand for electric and natural gas services and infrastructure with implementation of the Project. Physical impacts related to installation and/or relocation of necessary infrastructure are addressed as part of the Project analyzed throughout this EIR. Less Than Significant Impact.</p>	<p>Project Design Features PDF 1 is applicable.</p>	<p>Less Than Significant.</p>