



## 1.0 EXECUTIVE SUMMARY

### 1.1 PROJECT LOCATION

The proposed Lido House Hotel (the project) is located in the City of Newport Beach (City), in the western portion of Orange County. The project involves a 4.25-acre site (3300 Newport Boulevard) located at the northeast corner of the intersection of Newport Boulevard and 32nd Street on the Balboa Peninsula in the Lido Village area of the City. The project site is currently occupied by the former Newport Beach City Hall Complex, which includes the existing Newport Beach Fire Department Fire Station No. 2 (Fire Station No. 2).

Regional access to the site is provided via State Route 55 (SR-55) and SR-1 (Pacific Coast Highway). The primary local roadways providing access to the site are Newport Boulevard, 32nd Street, and Finley Avenue.

### 1.2 PROJECT SUMMARY

The project site is currently occupied by the former Newport Beach City Hall Complex, which supports approximately 60,600 square feet of administration/office floor area (previously used to support the former City of Newport Beach City Hall), and the existing Fire Station No. 2 that is approximately 7,100 square feet. The City relocated City Hall staff from the site to the new Civic Center located at Newport Center in April of 2013, although the City continues limited use of the property and various buildings including community use of the former City Council Chambers for assembly purposes. Fire Station No. 2 remains staffed and in operation at the project site.

The project site is located within the Lido Village area of the City. As illustrated on the City of Newport Beach General Plan Land Use Map and Zoning Map, the project site is designated and zoned Public Facilities (PF). The City of Newport Beach Coastal Land Use Plan (CLUP) also designates the project site as Public Facilities (PF).

The proposed project involves removal of the approximately 60,600 square feet of administration/office floor area (previously used to support the former City of Newport Beach City Hall) and development of a 130-room Lido House Hotel (proposed project). The City plans to lease the majority (approximately 4.0 acres) of the former Newport Beach City Hall Complex for development of the hotel. Newport Beach Fire Department Fire Station No. 2 would remain in operation at the project site.

The proposed hotel would involve 99,625 square feet comprised of guestrooms, public areas, and back of house (operational) areas. Guestrooms would include standard king, double queen, extended stay suites, extended stay villas, and a presidential suite. The hotel would also include meeting rooms, accessory retail spaces, a restaurant, lobby bar, rooftop patio, guest pool, and recreational areas. The four-story hotel would be organized around a central courtyard with outdoor pool, fire place, water feature, and formal lawn area. Guestrooms and suites, including a Presidential Suite and extended stay suites and villas, would occupy levels two through four. The villas would be two-stories and include a rooftop terrace and private entry with a front yard and porch. Ballroom and meeting areas would be housed in a separate building, separate from the sleeping



accommodations areas of the hotel. The rooftop patio would include a bar area, fire pit, and cabanas and provide views of the bay and ocean.

The proposal would require a General Plan Amendment, Coastal Land Use Plan Amendment, Zoning Code Amendment, Site Development Review or Planned Development Permit, and Conditional Use Permit. The General Plan Amendment, Coastal Land Use Plan Amendment, and Zone Code Amendment, if approved, would allow the property to be developed with either a mixed-use (commercial/residential) building or a hotel use.

### 1.3 GOALS AND OBJECTIVES

Pursuant to Section 15124(b) of the *CEQA Guidelines*, the EIR project description must include “[a] statement of objectives sought by the proposed project....The statement of objectives should include the underlying purpose of the project.”

The proposed project goals and objectives are as follows:

- Enhance Newport Beach and Lido Village by creating a highly visible, iconic development with distinctive architecture, significant landscaped areas, and focal points to serve as a gateway to the Balboa Peninsula.
- Help implement the City’s goal to revitalize Lido Village by creating a catalytic development consistent with the Lido Village Design Guidelines that enhances economic activity and contributes to Newport Beach’s reputation as a premier destination for shopping and recreation.
- Create a pedestrian oriented development that is physically well-connected to the community while not significantly increasing traffic to the site when compared to the prior use of the site.
- Provide and enhance public access to the property by creating publically accessible open space and visitor accommodations.
- Provide needed services to residents and visitors including visitor accommodations, recreational, personal services, shopping, dining, and assembly opportunities.
- Create a premier boutique hotel that is a financially viable operation.
- Create City revenue through lease payments and transient occupancy tax.

### 1.4 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY

The following is a brief summary of the impacts, mitigation measures, and unavoidable significant impacts identified and analyzed in Section 5.0, *Environmental Analysis*, of this EIR. Refer to the appropriate EIR Section for additional information.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
5.1	<b>LAND USE AND RELEVANT PLANNING</b>		
LU-1	<p><b>California Coastal Act and Coastal Land Use Plan</b></p> <p><i>The proposed project would not conflict with the coastal act's planning and management policies or the Coastal Land Use Plan Policies, as amended.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to the California Coastal Act and the Coastal Land Use Plan Policies.
LU-2	<p><b>Southern California Association of Governments</b></p> <p><i>The proposed project would not conflict with SCAG's regional planning efforts.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to regional planning efforts.
LU-3	<p><b>City of Newport Beach General Plan</b></p> <p><i>The proposed project would not conflict with the Newport Beach General Plan policies and regulations.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to consistency with the Newport Beach General Plan.
LU-4	<p><b>City of Newport Beach Municipal Code Title 20, Planning and Zoning</b></p> <p><i>The proposed project would not conflict with the Newport Beach Municipal Code Title 20 standards or regulations.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to Newport Beach Municipal Code Title 20.
LU-5	<p><b>Lido Village Design Guidelines</b></p> <p><i>The proposed project would not conflict with the Lido Village Design Guidelines.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to the Lido Village Design Guidelines.
	<p><b>CUMULATIVE IMPACTS</b></p> <p><i>The proposed project, combined with other related cumulative projects, would not conflict with the Coastal Act's planning and management policies or the Coastal Land Use Plan Policies.</i></p>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to conflicts with the Coastal Act's planning and management policies or the Coastal Land Use Plan policies.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><b>CUMULATIVE IMPACTS</b></p> <p><i>The proposed project would not conflict with SCAG's regional planning efforts.</i></p>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to conflicts with SCAG's regional planning efforts.
	<p><b>CUMULATIVE IMPACTS</b></p> <p><i>The proposed project would not conflict with the Newport Beach General Plan policies and regulations.</i></p> <p><i>The proposed project would not conflict with the Newport Beach Municipal Code title 20 standards or regulations.</i></p>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to conflicts with Newport Beach's General Plan and Municipal Code.
	<p><b>CUMULATIVE IMPACTS</b></p> <p><i>The proposed project would not conflict with the Lido Village Design Guidelines.</i></p>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to conflicts with Lido Village Design Guidelines.
<b>5.2</b>	<b>AESTHETICS</b>		
AES-1	<p><b>Scenic Views and Vistas</b></p> <p><i>Project implementation could have a substantial adverse effect on a scenic view or vista.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to scenic views and vistas.
AES-2	<p><b>Short-Term Visual Character/Quality</b></p> <p><i>Project construction activities could temporarily degrade the visual character/quality of the site and its surroundings.</i></p>	<p>AES-1 Prior to issuance of any grading and/or demolition permits, whichever occurs first, a Construction Management Plan shall be submitted for review and approval by the Director of Community Development. The Construction Management Plan shall, at a minimum, indicate the equipment and vehicle staging areas, stockpiling of materials, fencing (i.e., temporary fencing with opaque material), and haul route(s). Staging areas shall be sited and/or screened in order to minimize public views to the maximum extent practicable. Construction haul routes shall minimize impacts to sensitive uses in the City.</p>	A less than significant impact would result from construction activities.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
AES-3	<p><b>Long-Term Visual Character/Quality</b></p> <p><i>Project implementation could degrade the visual character/quality of the site and its surroundings.</i></p>	<p>AES-2</p> <p>Prior to issuance of a grading permit, the Landscape Concept Plan and Plant Palette shall be submitted to the Director of Community Development for review and approval. Landscaping shall complement the proposed site design and surrounding streetscape and must also be consistent with the Lido Village Design Guidelines.</p>	<p>A less than significant impact would result with regard to long-term visual character/quality.</p>
AES-4	<p><b>Light and Glare</b></p> <p><i>Implementation of the proposed project could generate additional light and glare beyond existing conditions.</i></p>	<p>AES-3</p> <p>All construction-related lighting shall be located and aimed away from adjacent residential areas and consist of the minimal wattage necessary to provide safety and security at the construction site. A Construction Safety Lighting Plan shall be approved by the City Engineer prior to issuance of the grading permit application.</p>	<p>A less than significant impact would result with regard to light and glare.</p>
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Scenic Views and Vistas</b></p> <p><i>The proposed project, combined with other related cumulative projects, could not have an adverse effect on a scenic vista.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant cumulative impact would result with regard to scenic views and vistas.</p>
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Short-Term Visual Character/Quality</b></p> <p><i>Project construction activities, combined with construction activities for other related cumulative projects, could temporarily degrade the visual character/quality of the development sites and their surroundings.</i></p>	<p>Refer to Mitigation Measure AES-1.</p>	<p>A less than significant cumulative impact would result with regard to short-term visual character/quality.</p>
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Long-Term Visual Character/Quality</b></p> <p><i>Project implementation, combined with other related cumulative projects, could degrade the visual character/quality of the development sites and their surroundings.</i></p>	<p>Refer to Mitigation Measure AES-2.</p>	<p>A less than significant cumulative impact would result with regard to long-term visual character/quality.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Light and Glare</b></p> <p><i>Project implementation, combined with other related cumulative projects, could cumulatively contribute to significant light/glare impacts.</i></p>	Refer to Mitigation Measure AES-3.	A less than significant cumulative impact would result with regard to light and glare.
5.3	<b>BIOLOGICAL RESOURCES</b>		
BIO-1	<p><b>Special Status Plant and Wildlife Species</b></p> <p><i>Project implementation would not have an adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to special status plant and wildlife species.
BIO-2	<p><b>Sensitive Natural Communities</b></p> <p><i>Project implementation would not have an adverse effect on riparian habitat or other sensitive natural community.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to sensitive natural communities.
BIO-3	<p><b>Jurisdictional Waters and Wetlands</b></p> <p><i>Project implementation would not have a substantial adverse effect on jurisdictional waters or wetlands.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to jurisdictional waters or wetlands.
BIO-4	<p><b>Migratory Birds</b></p> <p><i>Implementation of the proposed project could interfere with the movement of a native resident or migratory species.</i></p>	<p>BIO-1</p> <p>To the extent feasible, all vegetation removal activities shall be scheduled outside of the nesting season (typically February 15 to August 15) to avoid potential impacts to nesting birds. However, if initial vegetation removal occurs during the nesting season, all suitable habitat shall be thoroughly surveyed for the presence of nesting birds by a qualified biologist prior to commencement of clearing. If any active nests are detected, a buffer of at least 300 feet for raptors shall be delineated, flagged, and avoided until the nesting cycle is complete as determined by the City.</p>	A less than significant impact would result with regard to migratory birds.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
BIO-5	<p><b>Tree Preservation Ordinance</b></p> <p><i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</i></p>	<p>BIO-2 The City shall locate the on-site existing <i>Ficus benjamina</i> tree or other suitable tree into a City park and dedicate the tree in the name of William Lawrence "Billy" Covert. Should an appropriate tree not be found, the City shall attempt to transplant the existing tree or plant a new tree of the same variety at an appropriate location. The re-dedicated tree shall have a permanent marker or plaque. Every effort shall be made to involve the Covert family in this process.</p> <p>BIO-3 Because the Freedom Tree also cannot be effectively transplanted, the City shall locate an existing tree in a very prominent location within a City park or at the new Civic Center and dedicate it as The Freedom Tree. An appropriate permanent marker or plaque shall be provided and the dedication should be accomplished with community and veterans groups' participation.</p> <p>BIO-4 Because the Walter Knott Tree and the California Bicentennial Tree cannot be effectively transplanted, the City shall locate an existing tree within a City park and dedicate it in the name of Walter and Cordelia Knott. The City shall also locate an existing tree in a prominent location within a City park or at the new Civic Center and dedicate it in honor of the State of California. The re-dedicated trees shall have permanent markers and every effort shall be made to involve the Knott family and the community in the process.</p>	<p>A less than significant impact would result with regard to the tree preservation ordinance.</p>
BIO-6	<p><b>Conflict With Habitat Conservation Plan</b></p> <p><i>Conflict with provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant impact would result with regard to conflicts with the habitat conservation plan.</p>
	<p><b>CUMULATIVE IMPACTS</b></p> <p><i>Project implementation would not have an adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status.</i></p>	<p>Refer to Mitigation Measure BIO-1 through BIO-4.</p>	<p>A less than significant cumulative impact would result with regard to biological resources.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><i>Project implementation would not have an adverse effect on riparian habitat or other sensitive natural community.</i></p> <p><i>Project implementation would not have a substantial adverse effect on jurisdictional waters or wetlands.</i></p> <p><i>Implementation of the proposed project could interfere with the movement of a native resident or migratory species.</i></p> <p><i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</i></p> <p><i>Conflict with provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.</i></p>		
5.4	<b>CULTURAL RESOURCES</b>		
CUL-1	<p><b>Historical Resources</b></p> <p><i>The proposed project would not cause a significant impact to a historical resource.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to historical resources.
CUL-2	<p><b>Archaeological Resources</b></p> <p><i>The proposed project may cause a significant impact to unknown archaeological resources that could occur on-site.</i></p>	<p>CUL-1</p> <p>An archaeologist and a Native American Monitor appointed by the City of Newport Beach shall be present during earth removal or disturbance activities related to rough grading and other excavation for utilities. If any earth removal or disturbance activities result in the discovery of cultural resources, the Project proponent's contractors shall cease all earth removal or disturbance activities in the vicinity and immediately notify the City selected archaeologist and/or Native American Monitor, who shall immediately notify the Community Development Director. The City selected archaeologist shall evaluate all</p>	A less than significant impact result with regard to archeological resources.





EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>potential cultural findings in accordance with standard practice, the requirements of the City of Newport Beach Historic Resources Element, and other applicable regulations. Consultation with the Native American Monitor, the Native American Heritage Commission, and data/artifact recovery, if deemed appropriate, shall be conducted.</p>	
<p><b>CUL-3</b></p>	<p><b>Paleontological Resources</b></p> <p><i>The proposed project may cause a significant impact to unknown paleontological resources that could occur on-site.</i></p>	<p><b>CUL-2</b></p> <p>An Orange County Certified Paleontologist appointed by the City of Newport Beach shall prepare a Paleontological Resource Monitoring and Mitigation Program prior to earth removal or disturbance activities at the project site. The City selected paleontologist shall be present during earth removal or disturbance activities related to rough grading and other excavation for utilities. Paleontological monitoring shall include inspection of exposed rock units during active excavations within sensitive geologic sediments. If any earth removal or disturbance activities result in the discovery of paleontological resources, the Project proponent's contractors shall cease all earth removal or disturbance activities in the vicinity and immediately notify the City selected paleontologist who shall immediately notify the Community Development Director. The City selected paleontologist shall evaluate all potential paleontological findings in accordance with the Paleontological Resource Monitoring and Mitigation Program Monitoring, standard practice, the requirements of the City of Newport Beach Historic Resources Element, and other applicable regulations. Upon completion of the fieldwork, the City selected paleontologist shall prepare a Final Monitoring and Mitigation Report to be filed with the City and the repository to include, but not be limited to, a discussion of the results of the mitigation and monitoring program, an evaluation and analysis of the fossils collected (including an assessment of their significance, age, geologic context), an itemized inventory of fossils collected, a confidential appendix of locality and specimen data with locality maps and photographs, and an appendix of curation agreements and other appropriate communications.</p>	<p>A less than significant impact would result with regard to paleontological resources.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
CUL-4	<p><b>Burial Sites</b></p> <p><i>The proposed project may cause a significant impact to unknown Native American burial sites that could occur on-site.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant impact would result with regard to burial sites.</p>
	<p><b>CUMULATIVE IMPACTS</b></p> <p><i>The proposed project, combined with other related cumulative projects, would not cause a significant impact to a historical resource.</i></p> <p><i>The proposed project, combined with other related cumulative projects, may cause a significant impact to unknown archaeological resources that could occur on-site.</i></p> <p><i>The proposed project, combined with other related cumulative projects, may cause a significant impact to unknown paleontological resources that may occur on-site.</i></p> <p><i>The proposed project, combined with other related cumulative projects, may cause a significant impact to unknown Native American burial sites that could occur on-site.</i></p>	<p>Refer to Mitigation Measures CUL-1 and CUL-2.</p>	<p>A less than significant cumulative impact would result with regard to cultural resources.</p>
5.5	<p><b>TRAFFIC/CIRCULATION</b></p>		
TRA-1	<p><b>Construction Traffic</b></p> <p><i>Project construction would not cause a significant increase in traffic for existing conditions when compared to the traffic capacity of the street system.</i></p>	<p>TRA-1</p> <p>Prior to Issuance of any grading and/or demolition permits, whichever occurs first, a Construction Management Plan shall be submitted for review and approval by the Community Development Director. The Construction Management Plan shall, at a minimum, address the following:</p> <ul style="list-style-type: none"> <li>• Traffic control for any street closure, detour, or other disruption to traffic circulation.</li> </ul>	<p>A less than significant impact would result with regard to construction traffic generation.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<ul style="list-style-type: none"> <li>• Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.</li> <li>• Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.</li> <li>• Require the Applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.</li> <li>• Hauling or transport of oversize loads shall be allowed between the hours of 9:00 AM and 3:00 PM only, Monday through Friday, unless approved otherwise by the City Engineer. No hauling or transport will be allowed during nighttime hours, weekends, or Federal holidays.</li> <li>• Use of local streets shall be prohibited.</li> <li>• Haul trucks entering or exiting public streets shall at all times yield to public traffic.</li> <li>• If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer.</li> <li>• All constructed-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site or in public parking lots.</li> </ul>	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<ul style="list-style-type: none"> <li>This Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as City of Newport Beach requirements.</li> </ul>	
TRA-2	<p><b>Project Traffic Generation</b></p> <p><i>Project implementation would not cause a significant increase in traffic for existing and forecast year 2018 conditions when compared to the traffic capacity of the street system.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to project traffic generation.
TRA-3	<p><b>Newport Beach Traffic Phasing Ordinance</b></p> <p><i>Project implementation would not conflict with the Newport Beach Traffic Phasing Ordinance causing a significant increase in traffic for existing and forecast year 2018 conditions.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to the Traffic Phasing Ordinance.
TRA-4	<p><b>Forecast General Plan Buildout</b></p> <p><i>Development associated with the proposed project and buildout of the Newport Beach General Plan would not result in significant traffic impacts.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to long-range conditions.
TRA-5	<p><b>CMP and State Highway Facilities</b></p> <p><i>Project implementation would not cause a significant increase in traffic for forecast conditions at CMP facilities or Caltrans intersections.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to CMP and State Highway facilities.
TRA-6	<p><b>Emergency Access</b></p> <p><i>Implementation of the project would not result in inadequate emergency access.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to emergency access.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
TRA-7	<p><b>Conflict with Policies, Plans, or Programs</b></p> <p><i>Implementation of the project would not result in a decrease of the performance or safety of public transit, bicycle, or pedestrian facilities as a result of a conflict with adopted policies, plans, or programs.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant impact would result with regard to conflicts with policies, plans, or programs.</p>
TRA-8	<p><b>Parking</b></p> <p><i>Implementation of the project would not conflict with the requirements of the Newport Beach Municipal Code Chapter 20.40, Off-Street Parking.</i></p>	<p>TRA-2</p> <p>Prior to issuance of Certificates of Occupancy, the applicant shall submit a Parking Management Plan for review and approval by the Community Development Director. The Parking Management Plan shall, at a minimum, include the following and be implemented at all times:</p> <ul style="list-style-type: none"> <li>• Restrict all on-site parking spaces to either a time limit or a valet parking arrangement.</li> <li>• Restrict access to on-site parking areas (with the exception of visitor parking by the hotel lobby) to either valet staff, or guests and visitors only through a manned gate, a gate with intercom access, or a gate that reads the room keys.</li> <li>• Restrict parking for in-demand parking spaces by time limits. The time limit should apply from 6:00 AM to 6:00 PM Monday through Friday.</li> <li>• Post signs at locations where motorists can be redirected from curb parking or desirable parking areas to convenient off-street lots and structures.</li> <li>• Encourage on-site employee parking by providing free parking on-site or providing incentives for using alternative modes of transportation, such as providing free or discounted bus passes; an employee bike rack, entering employees who take the bus, carpool, walk, or ride a bicycle in a monthly raffle; providing a monthly stipend for bicycle commuting; providing carpool parking spaces, or other incentives.</li> </ul>	<p>A less than significant impact would result with regard to parking.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><b>CUMULATIVE IMPACTS</b></p> <p><i>Construction of the proposed project, and other related cumulative projects, could increase traffic when compared to the traffic capacity of the existing street system.</i></p>	<p>Refer to Mitigation Measure TRA-1.</p>	<p>A less than significant cumulative impact would result with regard to construction traffic.</p>
	<p><b>CUMULATIVE IMPACTS</b></p> <p><i>Implementation of the proposed project and other related cumulative projects would not cause a significant increase in traffic for existing and forecast year 2018 conditions when compared to the traffic capacity of the street system.</i></p> <p><i>Implementation of the proposed project and other related cumulative projects could conflict with the Newport Beach Traffic Phasing Ordinance causing a significant increase in traffic for existing and forecast year 2018 conditions.</i></p> <p><i>Implementation of the proposed project and other related cumulative projects would not cause a significant increase in traffic for forecast General Plan buildout conditions.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant cumulative impact would result.</p>
	<p><b>CUMULATIVE IMPACTS</b></p> <p><i>Implementation of the proposed project and other related cumulative projects would not cause a significant increase in traffic for forecast conditions at CMP and State highway intersections.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant cumulative impact would result with regard to CMP and State highway intersections.</p>
	<p><b>CUMULATIVE IMPACTS</b></p> <p><i>Development of the proposed project and other related cumulative projects would not result in inadequate emergency access.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant cumulative impact would result with regard to inadequate emergency access.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><b>CUMULATIVE IMPACTS</b></p> <p><i>Implementation of the project and related cumulative projects would not result in a decrease of the performance or safety of public transit, bicycle, or pedestrian facilities as a result of a conflict with adopted policies, plans, or programs.</i></p>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to conflicts with adopted policies, plans, or programs.
	<p><b>CUMULATIVE IMPACTS</b></p> <p><i>Implementation of the proposed project and other related cumulative projects would not conflict with the requirements of Newport Beach Municipal Code Chapter 20.40, Off-Street Parking.</i></p>	No mitigation measures are required.	A less than significant cumulative impact would result in regards to conflicts with the Newport Beach Municipal Code Chapter 20.40, Off-Street Parking.
5.6	<b>AIR QUALITY</b>		
AQ-1	<p><b>Short-Term (Construction) Air Emissions</b></p> <p><i>Short-term construction activities associated with the proposed project could result in air pollutant emission impacts or expose sensitive receptors to substantial pollutant concentrations.</i></p>	<p>AQ-1</p> <p>Prior to issuance of any Grading Permit, the Director of Public Works and the Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:</p> <ul style="list-style-type: none"> <li>• All active portions of the construction site shall be watered every three hours during daily construction activities and when dust is observed migrating from the project site to prevent excessive amounts of dust;</li> <li>• Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering shall occur if dust is observed migrating from the site during site disturbance;</li> </ul>	A less than significant impact would result with regard to short-term air emissions.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<ul style="list-style-type: none"> <li>• Any on-site stockpiles of debris, dirt, or other dusty material shall be enclosed, covered, or watered twice daily, or non-toxic soil binders shall be applied;</li> <li>• All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour;</li> <li>• Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area;</li> <li>• Track-out devices such as gravel bed track-out aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) shall be installed to reduce mud/dirt trackout from unpaved truck exit routes. Alternatively a wheel washer shall be used at truck exit routes;</li> <li>• On-site vehicle speed shall be limited to 15 miles per hour;</li> <li>• All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site; and             <ul style="list-style-type: none"> <li>▪ Trucks associated with soil-hauling activities shall avoid residential streets and utilize City-designated truck routes to the extent feasible.</li> </ul> </li> </ul> <p>AQ-2 All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. Prior to the issuance of grading permits, the Applicant shall coordinate with the appropriate City of Newport Beach Engineer on hauling activities compliance.</p>	





EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
AQ-2	<p><b>Long-Term (Operational) Air Emissions</b></p> <p><i>Implementation of the proposed project could facilitate the construction of land uses that could generate dust and equipment emissions.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant impact would result with regard to long-term air emissions.</p>
AQ-3	<p><b>Localized Emissions</b></p> <p><i>Development associated with implementation of the proposed project could result in localized emissions impacts or expose sensitive receptors to substantial pollutant concentrations.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant impact would result with regard to localized air emissions.</p>
AQ-4	<p><b>Consistency with Regional Plans</b></p> <p><i>Implementation of the proposed project could conflict with or obstruct implementation of the applicable air quality plan.</i></p>	<p>Refer to Mitigation Measures AQ-1 and AQ-2.</p>	<p>A less than significant impact would result with regard to consistency with regional plans.</p>
AQ-5	<p><b>Odor Impacts</b></p> <p><i>Construction and operation of the proposed project could create objectionable odors affecting a substantial number of people</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant impact would result with regard to odor impacts.</p>
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Short-Term (Construction) Air Emissions</b></p> <p><i>Short-term construction activities associated with the proposed project could result in air pollutant emission impacts or expose sensitive receptors to substantial pollutant concentrations.</i></p>	<p>Refer to Mitigation Measures AQ-1 and AQ-2.</p>	<p>A less than significant cumulative impact would result with regard to short-term emissions.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Long-Term (Operational) Air Emissions</b></p> <p><i>Development associated with the proposed project could result in significant impacts pertaining to operational air emissions.</i></p>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to long-term emissions.
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Consistency with Regional Plans</b></p> <p><i>Development associated with the proposed project could conflict with or obstruct implementation of the applicable air quality plan.</i></p>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to consistency with regional plans.
5.7	<b>GREENHOUSE GAS EMISSIONS</b>		
GHG-1	<p><b>Greenhouse Gas Emissions</b></p> <p><i>Greenhouse gas emissions generated by the project could have a significant impact on global climate change.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to greenhouse gas emissions.
GHG-2	<p><b>Consistency with Applicable GHG Plans, Policies, or Regulations</b></p> <p><i>Implementation of the proposed project could conflict with an applicable greenhouse gas reduction plan, policy, or regulation.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to consistency with GHG plans, policies, or regulations.
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Greenhouse Gas Emissions</b></p> <p><i>Greenhouse gas emissions generated by the project could and other related cumulative projects could have a significant impact on global climate change.</i></p>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to greenhouse gas emissions.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
5.8	NOISE		
N-1	<p><b>Short-Term Construction Noise Impacts</b></p> <p>Grading and construction within the area could result in significant temporary noise impacts to nearby noise sensitive receivers.</p>	<p>N-1</p> <p>Prior to issuance of any Grading Permit or Building Permit for new construction, Community Development Department shall confirm that the Grading Plan, Building Plans, and specifications stipulate that:</p> <ul style="list-style-type: none"> <li>• All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State required noise attenuation devices.</li> <li>• The Applicant shall provide a qualified "Noise Disturbance Coordinator." The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the City Development Services Department. The contact name and the telephone number for the Disturbance Coordinator shall be clearly posted on-site.</li> <li>• When feasible, construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.).</li> <li>• During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.</li> <li>• Construction activities that produce noise shall not take place outside of the allowable hours specified by the City's Municipal Code Section 10.28.040 (7:00 a.m. and 6:30 p.m. on weekdays, 8:00 a.m. and 6:00 p.m. on Saturdays; construction is prohibited on Sundays and/or federal holidays).</li> </ul>	<p>A less than significant impact would result with regard to short-term construction noise.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
N-2	<p><b>Vibration Impacts</b></p> <p><i>Project implementation would not result in significant vibration impacts to nearby sensitive receptors.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to vibration.
N-3	<p><b>Long-Term (Mobile) Noise Impacts</b></p> <p><i>Traffic generated by the proposed project would not significantly contribute to existing traffic noise in the area or exceed the City's established standards.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to long-term mobile noise.
N-4	<p><b>Long-Term (Stationary) Noise Impacts</b></p> <p><i>The proposed project would not result in a significant increase in long-term stationary ambient noise levels.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to long-term stationary noise.
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Short-Term Construction Noise Impacts</b></p> <p><i>Grading and construction within the area could result in significant short-term noise impacts to nearby noise sensitive receivers, following implementation of mitigation measures.</i></p>	Refer to Mitigation Measure N-1.	A less than significant cumulative impact would result with regard to short-term construction noise.
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Vibration Impacts</b></p> <p><i>Project implementation would not result in significant vibration impacts to nearby sensitive receptors.</i></p>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to vibration.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Long-Term (Mobile) Noise Impacts</b></p> <p><i>Traffic generated by the proposed project would not significantly contribute to existing traffic noise in the area or exceed the City's established standards.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant cumulative impact would result with regard to long-term mobile noise.</p>
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Long-Term (Stationary) Noise Impacts</b></p> <p><i>The proposed project would not result in a significant increase in long-term stationary ambient noise levels.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant cumulative impact would result with regard to long-term stationary noise.</p>
5.9	<b>GEOLOGY</b>		
GEO-1	<p><b>Strong Seismic Ground Shaking</b></p> <p><i>The proposed project may expose people or structures to potential substantial adverse effects involving strong seismic ground shaking.</i></p>	<p>GEO-1 All grading operations and construction shall be conducted in conformance with the recommendations included in the geotechnical report for the proposed project site prepared by GMU Geotechnical, Inc., titled <i>Report of Geotechnical Investigation, Lido House Hotel – City Hall Site Reuse Project, 3300 Newport Boulevard, City of Newport Beach, California</i> (December 4, 2013) (included in <u>Appendix 11.6</u> of this EIR and incorporated by reference into this mitigation measure). Design, grading, and construction shall be performed in accordance with the requirements of the City of Newport Beach Building Code and the California Building Code applicable at the time of grading, appropriate local grading regulations, and the recommendations of the project geotechnical consultant as summarized in a final written report, subject to review by the City of Newport Beach Building Official or designee prior to commencement of grading activities.</p> <p>Recommendations in the <i>Report of Geotechnical Investigation, Lido House Hotel – City Hall Site Reuse Project, 3300 Newport Boulevard, City of Newport Beach, California</i> are summarized below.</p>	<p>A less than significant impact would result with regard to strong seismic ground shaking.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p><u>Site Preparation and Grading</u></p> <p>The project site shall be precise graded in accordance with the City of Newport Beach grading code requirements (and all other applicable codes and ordinances) and the following recommendations. The geotechnical aspects of future grading plans and improvement plans shall be reviewed by a Geotechnical Engineer prior to grading and construction. Particular care shall be taken to confirm that all project plans conform to the recommendations provided in this report. All planned and corrective grading shall be monitored by a Geotechnical Engineer to verify general compliance with the following recommendations.</p> <ul style="list-style-type: none"> <li>• <u>Demolition and Clearing.</u> Prior to the start of the planned improvements, all materials associated with the existing buildings to be removed, including footings, floor slabs, and underground utilities, shall be demolished and hauled from the site. The existing asphalt pavement sections, which are inadequate and severely damaged, shall also be demolished. The old asphalt and base materials generated from the removal of the existing pavement sections shall be either recycled or collected and hauled off-site.</li> </ul> <p>All significant organic and other decomposable debris shall be removed if on-site dredge fill materials are used as new compacted fill. Any oversize rock materials generated during grading shall be collected and hauled off-site. Cavities and excavations created upon removal of subsurface obstructions, such as existing buried utilities, shall be cleared of loose soil, shaped to provide access for backfilling and compaction equipment, and then backfilled with properly compacted fill.</p> <p>If unusual or adverse soil conditions or buried structures are encountered during grading that are not described within the <i>Report of Geotechnical Investigation, Lido</i></p>	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p><i>House Hotel – City Hall Site Reuse Project, 3300 Newport Boulevard, City of Newport Beach, California, these conditions shall be brought to the immediate attention of the project geotechnical consultant for corrective recommendations.</i></p> <ul style="list-style-type: none"> <li>• <u>Corrective Grading – Buildings.</u> Existing dredge fill materials shall be overexcavated to a depth of at least four feet below the existing grades and these excavated materials shall be replaced as properly compacted fill placed at a minimum relative compaction of at least 92 percent as determined by American Society for Testing and Materials (ASTM) Test Method D 1557 and at 2 percent above optimum moisture content.</li> <li>• <u>Corrective Grading – Exterior Parking, Driveway, and Hardscape Areas.</u> In order to provide adequate support of proposed exterior improvements such as parking lots and driveways, and hardscape features such as patios, walkways, stairways and planter walls, the existing ground surfaces in these areas shall be overexcavated to a depth of at least two feet below the existing grades and shallow foundations. These excavated materials can then be replaced as properly compacted fill at a minimum relative compaction of at least 92 percent as determined by ASTM Test Method D 1557 at 2 percent above optimum moisture content.</li> </ul> <p><u>Temporary Slope Stability</u></p> <p>During site grading, temporary laid back slopes up to approximately 4 to 5 feet in height are expected to be created during the construction of proposed low retaining walls. Temporary slopes to a maximum height of 4 feet may be cut vertically without shoring subject to verification of safety by the contractor. Deeper excavations shall be braced, shored or, for those portions of the sidewalls above a height of 4 feet, sloped back no steeper than 1:1 (horizontal to vertical). In addition, no surcharge loads shall be allowed within 10 feet from the top of</p>	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>the temporary slopes. All work associated with temporary slopes shall meet the minimal requirements as set forth by the California Division of Occupational Safety and Health (CAL/OSHA).</p> <p><u>Post Grading and Ground Improvement</u></p> <ul style="list-style-type: none"> <li>• <u>Utility Trenches.</u> <ul style="list-style-type: none"> <li>- <u>Utility Trench Excavations.</u> Soils above the groundwater level shall be laid back at a maximum slope ratio of 1.5:1, horizontal to vertical. In addition, surcharge loads shall not be allowed within 10 feet of the top of the excavations.</li> </ul> </li> </ul> <p>For deeper trenches, groundwater will be encountered and the contractor shall develop an approach for dewatering, shoring, and addressing shallow groundwater conditions. Sumping and pumping of free water from open excavations is not expected to result in dry and stable trench conditions due to the close proximity of the adjacent bay; therefore, a dewatering system shall be designed, installed, and operated by an experienced company specializing in groundwater dewatering systems.</p> <p>The dewatering system shall be capable of lowering the groundwater surface to a depth of 5 feet below the bottom of the trenches. Before implementing a dewatering system, a dewatering test program shall be conducted to evaluate the feasibility and efficiency of the proposed dewatering system. Dewatering shall be performed and confirmed by potholing or other means prior to trench excavation. Dewatering operations shall also comply with all NPDES regulations.</p> <p>Temporary shoring shall be required below the water table where saturated soils are encountered or where</p>	





EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>vertical trench sidewalls are desired. Shoring shall consist of metal, plywood, and/or timber sheeting supported by braces or shields. Lateral pressures considered applicable for the shoring design will depend on the type of shoring system selected by the contractor and whether the site is dewatered. Specific design values shall be calculated once the type of shoring is determined.</p> <p>The contractor shall retain a qualified and experienced registered engineer to design any shoring systems in accordance with CAL/OSHA criteria. The shoring engineer shall evaluate the adequacy of the shoring design parameters provided in the <i>Report of Geotechnical Investigation, Lido House Hotel – City Hall Site Reuse Project, 3300 Newport Boulevard, City of Newport Beach, California</i> and make appropriate modifications as necessary. The design shall consider local groundwater levels and that groundwater levels may change over time as a result of tidal influences.</p> <ul style="list-style-type: none"> <li>- <i>Utility Trench Subgrade Stabilization.</i> Prior to pipeline bedding placement, the trench subgrades shall be firm and unyielding. If unsuitable subgrade soils are encountered, the contractor shall consult with the project Geotechnical Engineer to provide subgrade stabilization. Stabilization may generally consist of the placement of crushed rock or processed miscellaneous base. Crushed rock, if used, shall be encased in filter fabric. Specific recommendations would be dependent on actual conditions encountered.</li> <li>- <i>Utility Trench Backfill.</i> Backfill compaction of utility trenches shall be such that no significant settlement would occur. Backfill for all trenches shall be compacted to at least 92 percent relative compaction subject to sufficient observation and testing.</li> </ul>	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>Flooding in the trench zone is not recommended. If native material with a sand equivalent less than 30 is used for backfill, it shall be placed at near-optimum moisture content and mechanically compacted. Jetting or flooding of granular material shall not be used to consolidate backfill in trenches adjacent to any foundation elements.</p> <p>Where trenches closely parallel a footing (i.e., for retaining walls) and the trench bottom is located within a 1 horizontal to 1 vertical plane projected downward and outward from any structure footing, a minimum 1½-sack concrete slurry backfill shall be utilized to backfill the portion of the trench below this plane. The use of concrete slurry is not required for backfill where a narrow trench crosses a footing at about right angles.</p> <ul style="list-style-type: none"> <li>• <u>Surface Drainage.</u> Surface drainage shall be carefully controlled to prevent runoff over graded sloping surfaces and ponding of water on flat pad areas. All drainage at the site shall be in minimum conformance with the applicable City of Newport Beach codes and standards.</li> </ul> <p><u>Foundation Design</u></p> <p>The following preliminary foundation design recommendations are provided based on anticipated conditions at the completion of anticipated grading; however, these recommendations are based on conceptual plans that may be revised during the plan check process. Ultimate construction and grading within the project site shall be in accordance with all applicable provisions of the grading and building codes of the City of Newport Beach, the applicable CBC, and all of the recommendations of the project civil and geotechnical consultants involved in the final site development.</p>	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<ul style="list-style-type: none"> <li>• <u>Geotechnical Design Parameters for Mat Foundations.</u> To minimize the adverse effects of earthquake-induced settlements and provide repairable foundation systems after the design earthquake, structural mat slab(s) are recommended to support the proposed structures.               <ul style="list-style-type: none"> <li>- <u>Corrective Grading.</u> Existing fill and alluvial soils shall be excavated beneath the entire footprint of the structures to a minimum depth of at least 4 feet below the planned mat foundation. Removals shall extend laterally to at least 5 feet from the base of the outside of the mat foundation. Artificial fill/alluvium derived from the excavated soils shall be compacted to a minimum of 92% relative compaction per ASTM 1557.</li> <li>- <u>Design Parameters.</u> An allowable net static bearing capacity of 2,000 pounds per square foot may be used for design of the mat foundation(s). A lateral sliding coefficient of 0.35 is recommended. The mat thickness and amount of reinforcement shall be determined by a Registered (Structural) Engineer in the State of California.</li> </ul> </li> <li>• <u>Moisture Vapor Barriers.</u> Due to the existing shallow groundwater table, a vapor barrier equivalent to Stego 15 shall be utilized and installed in accordance with the <i>Report of Geotechnical Investigation, Lido House Hotel – City Hall Site Reuse Project, 3300 Newport Boulevard, City of Newport Beach, California.</i></li> <li>• <u>Water Vapor Transmission.</u> The moisture vapor barrier is intended only to reduce moisture vapor transmissions from the soil beneath the concrete and is consistent with the current standard of the industry</li> </ul>	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>for construction in southern California. It is not intended to provide a "waterproof" or "vapor proof" barrier or reduce vapor transmission from sources above the barrier. Sources above the barrier include any sand placed on top of the barrier (i.e., to be determined by the project structural designer) and from the concrete itself (i.e., vapor emitted during the curing process).</p> <ul style="list-style-type: none"> <li>• <u>Floor Coverings</u>. Prior to the placement of flooring, the floor slabs shall be properly cured and tested to verify that the water vapor transmission rate (WVTR) is compatible with the flooring requirements.</li> <li>• <u>Concrete</u>. Minimum Type II/V cement along with a maximum water/cement ratio of 0.50 and a minimum compressive strength of 4,000 psi shall be used for all structural foundations in contact with the on-site soils. In addition, wet curing of the concrete as described in American Concrete Institute (ACI) Publication 308 shall be considered. All applicable codes, ordinances, regulations, and guidelines shall be followed in regard to designing a durable concrete with respect to the potential for detrimental exposure from the on-site soils and/or changes in the environment.</li> <li>• <u>Site Wall and Retaining Wall Design Criteria</u>. <ul style="list-style-type: none"> <li>- <u>Retaining Wall Design Parameters</u>. Retaining walls shall be designed in accordance with the calculations provided in the <i>Report of Geotechnical Investigation, Lido House Hotel – City Hall Site Reuse Project, 3300 Newport Boulevard, City of Newport Beach, California</i>.</li> <li>- <u>Screen Walls</u>. For standard screen walls on flat ground, footings shall be a minimum of 24 inches deep below the lowest outside adjacent</li> </ul> </li> </ul>	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>grade. Wall foundations shall be reinforced with two #4 bars top and bottom, and joints in the wall shall be placed at regular intervals on the order of 10 to 20 feet. The wall foundation shall be underlain by at least a 2-foot-thick section of engineered fill.</p> <ul style="list-style-type: none"> <li>• <u>Pole Foundations.</u> Pole foundations shall be at least 18 inches in diameter and at least 3 feet deep; however, the actual dimensions shall be determined by the project structural engineer based on the design parameters provided in the <i>Report of Geotechnical Investigation, Lido House Hotel – City Hall Site Reuse Project, 3300 Newport Boulevard, City of Newport Beach, California.</i></li> <li>• <u>Swimming Pool and Spa Recommendations.</u> <ul style="list-style-type: none"> <li>- <u>Allowable Bearing and Lateral Earth Pressures.</u> The pool and spa shells may be designed using an allowable bearing value of 1,500 pounds per square foot. Due to the low expansive nature of the on-site soils, pool and spa walls shall be designed assuming that an earth pressure equivalent to a fluid having a density of 75 pounds per cubic foot is acting on the outer surface of the pool walls. Pool and spa walls shall also be designed to resist lateral surcharge pressures imposed by any adjacent footings or structures in addition to the above lateral earth pressure.</li> <li>- <u>Settlement.</u> It is anticipated that the swimming pool would be underlain by engineered fill. The swimming pool shall be supported by a minimum of 2 feet of engineered fill. The project structural engineer shall consider resisting buoyancy forces due to the potential groundwater table oscillations, which may occur during the life time of the pool.</li> </ul> </li> </ul>	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<ul style="list-style-type: none"> <li>- <i>Temporary Access Ramps.</i> All backfill placed within temporary access ramps extending into the pool and spa excavations shall be properly compacted and tested in order to mitigate excessive settlement of the backfill and subsequent damage to concrete decking or other structures placed on the backfill.</li> <li>- <i>Pool and Spa Bottoms.</i> If unsuitable soils are encountered, the bottom of the pool or spa excavation may need to be overexcavated and replaced to pool subgrade with compacted fill. As an alternative, the reinforcing steel in the area of a transition area may be increased to account for the differences in engineering properties and the potential differential behavior.</li> <li>- <i>Plumbing.</i> All plumbing and spa fixtures shall be absolutely leak-free. Drainage from deck areas shall be directed to local area drains and/or graded earth swales designed to carry runoff water to the adjacent street. Heavy-duty pipes and flexible couplings shall be used for the pool plumbing system to minimize leaking which may produce additional pressures on the pool shell. A pressure valve in the pool bottom shall be installed to mitigate potential buildup of pressure.</li> <li>- <i>Cement Types.</i> For moderately corrosive soils, cement shall be Type II/V and concrete shall have a minimum water to cement ratio of 0.50.</li> <li>• <i>Pool and Spa Decking.</i></li> <li>- <i>Thickness and Joint Spacing.</i> Concrete pool and spa decking shall be at least 5 inches thick</li> </ul>	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>and provided with construction joints or expansion joints every 6 feet or less. All open construction joints in pool and spa decking shall be sealed with an approved waterproof, flexible joint sealer. Pool and spa decking shall be underlain by a layer of crushed rock, gravel, or clean sand having a minimum thickness of 5 inches.</p> <ul style="list-style-type: none"> <li>- <i>Reinforcement.</i> Concrete pool and spa decking shall be reinforced with No. 4 bars spaced 18 inches on centers, both ways. The reinforcement shall be positioned near the middle of the slabs by means of concrete chairs or brick. Reinforcing bars shall be provided across all joints to mitigate differential vertical movement of the slab sections. Structurally tying the decking to the pool wall is highly recommended and would require structural reinforcement of the decking and consideration for additional loading on the pool wall. If doweling is not performed, differential movement shall be anticipated.</li> <li>- <i>Subgrade Preparation.</i> Subgrade soils below concrete decking shall be compacted to a minimum relative compaction of 92% and then thoroughly watered to achieve a moisture content that is at least 2% over optimum. This moisture content shall extend to a depth of approximately 12 inches into the subgrade soils and be maintained in the subgrade during concrete placement to promote uniform curing of the concrete. Moisture conditioning shall be achieved with sprinklers or a light spray applied to the subgrade over a period of several days just prior to pouring concrete. Soil density and presoaking shall be observed, tested, and accepted by a Geotechnical Engineer prior to pouring the concrete.</li> </ul>	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<ul style="list-style-type: none"> <li>• <u>Concrete Flatwork Design.</u> <ul style="list-style-type: none"> <li>- <i>Thickness and Joint Spacing.</i> Concrete walkways and patios shall be at least 4 inches thick and provided with construction joints or expansion joints every 5 feet or less. Concrete walkways and patios shall be underlain by a 4-inch-thick layer of Class 2 crushed aggregate base (CAB), crushed miscellaneous base (CMB), or clean sand having a sand equivalent of at least 30, which shall then be placed on top of the soil subgrade, moisture conditioned to at least 2% over optimum moisture, and compacted to at least 90% relative compaction.</li> <li>- <i>Reinforcement.</i> Concrete walkways and patios shall be reinforced with No. 3 bars spaced 18 inches on centers, both ways. The reinforcement shall be positioned near the middle of the slabs by means of concrete chairs or brick. Reinforcing bars shall be provided across all joints to mitigate differential vertical movement of the slab sections. Walkways and patios shall also be dowelled into adjacent curbs using 9-inch speed dowels with No. 3 bars or ½-inch steel or fiberglass bars at 18 inches on centers. If doweling is not performed, differential movement shall be anticipated.</li> <li>- <i>Subgrade Preparation.</i> The subgrade soils below concrete walkways and patios shall be compacted to a minimum relative compaction of 92% and then thoroughly watered to achieve a moisture content that is at least 2% over optimum. This moisture content shall extend to a depth of approximately 12 inches into the subgrade soils and be maintained in the</li> </ul> </li> </ul>	





EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION															
		<p>subgrade during concrete placement to promote uniform curing of the concrete. Moisture conditioning shall be achieved with sprinklers or a light spray applied to the subgrade over a period of several days just prior to pouring concrete. Soil density and presoaking shall be observed, tested, and accepted by a Geotechnical Engineer prior to pouring the concrete.</p> <ul style="list-style-type: none"> <li>• <u>Pavement Design Considerations.</u> <ul style="list-style-type: none"> <li>- <u>Asphalt Pavement Design.</u> Based on an anticipated R-value of 40, which shall be obtained after precise grading of pavement subgrade areas, the following pavement thicknesses shall be anticipated:</li> </ul> </li> </ul> <table border="1" data-bbox="737 833 1407 927"> <thead> <tr> <th>Location</th> <th>R-Value</th> <th>Traffic Index</th> <th>Asphalt Concrete (inches)</th> <th>Aggregate Base (inches)</th> </tr> </thead> <tbody> <tr> <td>Car Parking Stalls</td> <td>40</td> <td>4.0</td> <td>3.0</td> <td>4.0</td> </tr> <tr> <td>Drive Aisles</td> <td>40</td> <td>5.5</td> <td>4.0</td> <td>6.0</td> </tr> </tbody> </table> <p>Asphalt pavement structural sections shall consist of CMB or CAB and asphalt concrete materials (AC) of a type meeting the minimum City of Newport Beach requirements. The subgrade soils shall be moisture conditioned to a minimum 2% above the optimum moisture content to a depth of at least 6 inches, and compacted to at least 92% relative compaction (per ASTM 1557). The CMB or CAB and AC should be compacted to at least 95% relative compaction (per ASTM 1557).</p> <ul style="list-style-type: none"> <li>- <u>Concrete Pavement Design.</u> Driveways and appurtenant concrete paving, such as trash receptacle bays, would require Portland cement</li> </ul>	Location	R-Value	Traffic Index	Asphalt Concrete (inches)	Aggregate Base (inches)	Car Parking Stalls	40	4.0	3.0	4.0	Drive Aisles	40	5.5	4.0	6.0	
Location	R-Value	Traffic Index	Asphalt Concrete (inches)	Aggregate Base (inches)														
Car Parking Stalls	40	4.0	3.0	4.0														
Drive Aisles	40	5.5	4.0	6.0														



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>concrete (PCC) pavement. Assuming a Traffic Index (TI) of 6 to 7, a design section of 8 inches of PCC over 6 inches aggregate base (AB) shall be adequate. The AB shall be Class 2 compacted to a minimum of 95% relative compaction as per ASTM D 1557.</p> <ul style="list-style-type: none"> <li>- <i>Full Depth Reclamation (FDR) Alternative Pavement for Parking Areas.</i> For re-grading of parking areas it is recommended that the most efficient pavement rehabilitation alternative to replacement with a conventional asphalt over base pavement section would be to utilize what is called "full depth reclamation" (FDR) utilizing a 12-inch-thick section of site reclaimed on-site AC and AB mixed with 6% cement to provide the new base for a new 4-inch-thick AC layer to be paved on top.</li> <li>- <i>Permeable Interlocking Concrete Pavement (PICP).</i> The structural base thickness for permeable interlocking concrete pavers in designated parking areas shall be designed by the project civil engineer in order to meet storage requirements. This minimum section assumes a TI of up to 6.3 (assumes a TI of 5.5 for the mixed use of the drive areas in this portion of the site) and calls for a 3½ inch (80 mm) concrete paver, over compacted layers of 2 inches of bedding course sand (ASTM No. 8 aggregate), over 4 inches of ASTM No. 57 stone as open-graded base, over 6 inches of ASTM No. 2 stone as open-graded sub base, over a Class 1 geotextile fabric (highest strength) per AASHTO M-288. A Class 1 geotextile fabric (highest strength) shall be placed both vertically at the sides of all PICP excavations and on top of the compacted subgrade soil below the stone sub-base layer in</li> </ul>	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>order to protect the bottom and sides of the open-graded base and sub-base. This geotextile fabric must meet AASHTO M-288 Class 1 geotextile strength property and subsurface drainage requirements (see attached Table 3-3 and Table 3-4 from Page 31 of the ICPI Design Manual (2011) for AASHTO M-288 requirements).</p> <ul style="list-style-type: none"> <li>- <i>Concrete Interlocking Vehicular and Pedestrian Pavers.</i> Portions of the project site would utilize 3/8-inch-thick (80 mm.) vehicular concrete interlocking pavers placed on a section of at least 1-inch-thick bedding sand. These vehicular pavers are also planned in order to provide City of Newport Beach Fire Department vehicle access capable of supporting 72,000 pounds of imposed loading. The on-site soil subgrade in these site vehicular areas shall be scarified to a depth of 6 inches, moisture conditioned to at least 2% above the optimum moisture content, and compacted to at least 92% relative compaction. A geotextile fabric such as Mirafi 600X or equivalent shall be placed on top of the compacted subgrade across the entire vehicular interlocking paver area. Based upon the on-site soils having an estimated R-value of 40, a 12-inch-thick layer of Class 2 CAB, CMB, or equivalent shall be moisture conditioned to at least optimum moisture and compacted to at least 95% relative compaction in order to support the interlocking pavers. Concrete bands adjacent to the vehicular interlocking pavers shall consist of a design section of 8 inches of PCC over at least 6 inches of AB or equivalent, moisture conditioned to at least optimum moisture, and compacted to at least 95% relative compaction.</li> </ul>	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>In certain designated site pedestrian areas, 2<math>\frac{3}{8}</math>-inch-thick (60 mm.) concrete interlocking pavers placed on a section of at least 1-inch-thick bedding sand are planned. Prior to the installation of the pavers and bedding sand in these pedestrian areas, the on-site soil subgrade shall be scarified to a depth of 6 inches, moisture conditioned to at least 2% above the optimum moisture content, and compacted to at least 92% relative compaction. A 4-inch-thick layer of Class 2 CAB, CMB, or equivalent shall then be placed on top of the soil subgrade, moisture conditioned to at least optimum moisture, and compacted to at least 95% relative compaction in order to support the interlocking pavers in these pedestrian areas.</p> <p><u>Geotechnical Observation and Testing</u></p> <p>Additional site testing and final design evaluation shall be conducted by the project geotechnical consultant to refine and enhance the recommendations contained in <i>Report of Geotechnical Investigation, Lido House Hotel – City Hall Site Reuse Project, 3300 Newport Boulevard, City of Newport Beach, California</i> during the following stages of construction and precise grading:</p> <ul style="list-style-type: none"> <li>• During site clearing and grubbing.</li> <li>• During all site grading and fill placement.</li> <li>• During removal of any buried lines or other subsurface structures.</li> <li>• During all phases of excavation.</li> <li>• During shoring installation.</li> <li>• During installation of foundation and floor slab elements.</li> <li>• During all phases of corrective, ground improvement, and precise grading including removals, scarification, ground improvement</li> </ul>	



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>and preparation, moisture conditioning, proofrolling, overexcavation, FDR treatment, and placement and compaction of all fill materials.</p> <ul style="list-style-type: none"> <li>• During backfill of structure walls and underground utilities.</li> <li>• During pavement and hardscape section placement and compaction.</li> <li>• When any unusual conditions are encountered.</li> </ul> <p>Grading plan review shall also be conducted by the project geotechnical consultant and the Director of the City of Newport Beach Building Department or designee prior to the start of grading to verify that the recommendations developed during the geotechnical design evaluation have been appropriately incorporated into the project plans. Design, grading, and construction shall be conducted in accordance with the specifications of the project geotechnical consultant as summarized in a final report based on the CBC applicable at the time of grading and building and the City of Newport Beach Building Code. On-site inspection during grading shall be conducted by the project geotechnical consultant and the City Building Official to ensure compliance with geotechnical specifications as incorporated into project plans.</p>	
GEO-2	<p><b>Other Seismically Induced Hazards</b></p> <p><i>The proposed project may expose people or structures to potential substantial adverse effects associated with seismically induced liquefaction, and settlement.</i></p>	Refer to Mitigation Measure GEO-1.	A less than significant impact would result with regard to other seismically induced hazards.
GEO-3	<p><b>Soil Erosion</b></p> <p><i>The proposed project may result in substantial soil erosion or the loss of topsoil.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to soil erosion.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
GEO-4	<p><b>Unstable Geologic Units</b></p> <p><i>Development of the proposed project could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project.</i></p>	Refer to Mitigation Measure GEO-1.	A less than significant impact would result with regard to unstable geologic units.
GEO-5	<p><b>Expansive Soils</b></p> <p><i>The proposed project may be located on expansive soil creating substantial risks to life or property.</i></p>	Refer to Mitigation Measure GEO-1.	A less than significant impact would result with regard to expansive soils.
GEO-6	<p><b>Corrosive Soils</b></p> <p><i>Development of the proposed project could encounter corrosive soils potentially resulting in damage to foundations and buried pipelines.</i></p>	<p>Refer to Mitigation Measure GEO-1. The following additional mitigation measure is also required:</p> <p>GEO-2      Prior to issuance of a building permit, the City of Newport Beach Building Official or designee shall verify that the City has retained the services of a licensed corrosion engineer to provide detailed corrosion protection measures. Where steel may come in contact with on-site soils, project construction shall include the use of steel that is protected against corrosion. Corrosion protection may include, but is not limited to, sacrificial metal, the use of protective coatings, and/or cathodic protection. Additional site testing and final design evaluation regarding the possible presence of significant volumes of corrosive soils on site shall be performed by the project geotechnical consultant to refine and enhance these recommendations. On-site inspection during grading shall be conducted by the project geotechnical consultant and City Building Official to ensure compliance with geotechnical specifications as incorporated into project plans.</p>	A less than significant impact would result with regard to corrosive soils.
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Strong Seismic Ground Shaking</b></p> <p><i>The proposed project, combined with other related cumulative projects, may expose people or structures to potential substantial adverse effects involving strong seismic ground shaking.</i></p>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to strong seismic ground shaking.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Other Seismically Induced Hazards, Unstable Geologic Units, Expansive Soils, and Corrosive Soils.</b></p> <p><i>The proposed project, combined with other related cumulative projects, may expose people or structures to potential substantial adverse effects associated with seismically induced liquefaction, lateral spreading, landsliding, settlement, and/or ground lurching.</i></p> <p><i>The proposed project, and other related cumulative projects, could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project.</i></p> <p><i>The proposed project, and other related cumulative projects, could be located on expansive soil creating substantial risks to life or property.</i></p> <p><i>The proposed project, and other related cumulative projects, could encounter corrosive soils potentially resulting in damage to foundations and buried pipelines.</i></p>	<p>Refer to Mitigation Measures GEO-1 and GEO-2.</p>	<p>A less than significant cumulative impact would result with regard to other seismically induced hazards, unstable geologic units, expansive soils, and corrosive soils.</p>
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Soil Erosion</b></p> <p><i>The proposed project, combined with other related cumulative projects, may result in substantial soil erosion or the loss of topsoil.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant cumulative impact would result with regard to soil erosion.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
5.10	<b>HAZARDS AND HAZARDOUS MATERIALS</b>		
HAZ-1	<p><b>Accidental Release of Hazardous Materials</b></p> <p><i>The proposed project could create a significant hazard to the public or environment through accident conditions involving the release of hazardous materials.</i></p>	<p>HAZ-1 Prior to demolition activities, an asbestos survey shall be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and California Division of Occupational Safety and Health (Cal/OSHA) certified building inspector to determine the presence or absence of asbestos containing-materials (ACMs). If ACMs are located, abatement of asbestos shall be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard. Asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403.</p> <p>HAZ-2 If paint is separated from building materials (chemically or physically) during demolition of the structures, the paint waste shall be evaluated independently from the building material by a qualified Environmental Professional. If lead-based paint is found, abatement shall be completed by a qualified Lead Specialist prior to any activities that would create lead dust or fume hazard. Lead-based paint removal and disposal shall be performed in accordance with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead. Contractors performing lead-based paint removal shall provide evidence of abatement activities to the City Engineer.</p> <p>HAZ-3 Any transformers to be removed or relocated during grading/construction activities shall be evaluated under the purview of the local utility purveyor (Southern California Edison) in order to confirm or deny the presence of PCBs. In the event that PCBs are identified, the local utility purveyor shall identify proper handling procedures regarding potential PCBs.</p> <p>HAZ-4 The Contractor shall verify that all imported soils, and on-site soils proposed for fill, are not contaminated with hazardous materials above regulatory thresholds in consultation with a Phase II/Site Characterization Specialist. If soils are</p>	<p>A less than significant impact would result with regard to accidental release of hazardous materials.</p>





EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		<p>determined to be contaminated above regulatory thresholds, these soils shall not be used as fill material within the boundaries of the project site, unless otherwise specified by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup (e.g., Department of Toxic Substances Control, Regional Water Quality Control Board, Orange County Health Care Agency, etc.).</p> <p>HAZ-5</p> <p>If unknown wastes or suspect materials are discovered during construction by the contractor that are believed to involve hazardous waste or materials, the contractor shall comply with the following:</p> <ul style="list-style-type: none"> <li>• Immediately cease work in the vicinity of the suspected contaminant, and remove workers and the public from the area;</li> <li>• Notify the Community Development Director of the City of Newport Beach;</li> <li>• Secure the area as directed by the Community Development Director; and</li> <li>• Notify the Orange County Health Care Agency's Hazardous Materials Division's Hazardous Waste/Materials Coordinator (or other appropriate agency specified by the Community Development Director). The Hazardous Waste/Materials Coordinator shall advise the responsible party of further actions that shall be taken, if required.</li> </ul>	
HAZ-2	<p><b>Interference with an Adopted Emergency Response or Evacuation Plan</b></p> <p><i>Operations of the project would not create a significant hazard to the public or environment through interference with an adopted emergency response or evacuation plan.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant impact would result with regard to interference with an adopted emergency response plan or evacuation plan.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
HAZ-3	<p><b>Wildland Fire Hazards</b></p> <p><i>Operations of the project could create a significant hazard to the public or environment as a result of urban fire hazards.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to wildland fire hazards.
	<p><b>CUMULATIVE IMPACTS</b></p> <p><i>The proposed project could create a significant hazard to the public or environment through accident conditions involving the release of hazardous materials.</i></p> <p><i>Operations of the project would not create a significant hazard to the public or environment through interference with an adopted emergency response or evacuation plan.</i></p> <p><i>Operations of the project could create a significant hazard to the public or environment as a result of urban fire hazards.</i></p>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to hazards and hazardous materials.
5.11	<b>HYDROLOGY AND WATER QUALITY</b>		
HWQ-1	<p><b>Water Quality – Short-Term Impacts</b></p> <p><i>Grading, excavation, and construction activities associated with the proposed project could impact water quality.</i></p>	<p>HWQ-1     Prior to Grading Permit issuance and as part of the project's compliance with the NPDES requirements, a Notice of Intent (NOI) shall be prepared and submitted to the State Water Resources Quality Control Board (SWRCB), providing notification and intent to comply with the State of California General Permit.</p> <p>HWQ-2     The proposed project shall conform to the requirements of an approved Storm Water Pollution Prevention Plan (SWPPP) (to be applied for during the Grading Plan process) and the NPDES Permit for General Construction Activities No. CAS000002, Order No, 2009-0009-DWQ, including implementation of all recommended Best Management Practices (BMPs), as approved by the State Water Resources Quality Control Board (SWRCB).</p>	A less than significant impact would result with regard to short-term water quality.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
		HWQ-3 Upon completion of project construction, the project applicant shall submit a Notice of Termination (NOT) to the State Water Resources Quality Control Board (SWRCB) to indicate that construction is completed.	
HWQ-2	<b>Long-Term Operational Impacts</b>  <i>Implementation of the proposed project could potentially result in increased run-off amounts and degraded water quality.</i>	HWQ-4 Prior to issuance of a grading permit, the project applicant shall submit a Final Water Quality Management Plan for approval by the Building Official that complies with the requirements of the latest Orange County Public Works Drainage Area Management Plan.	A less than significant impact would result with regard to long-term operations.
HWQ-3	<b>Tsunami, Rogue Waves, Seiche, or Mudflow</b>  <i>The proposed project could potentially be inundated by tsunamis, rogue waves, seiches, or mudflows.</i>	No mitigation measures are required.	A less than significant impact would result with regard to tsunamis, rogue waves, seiches, and mudflows.
	<b>CUMULATIVE IMPACTS</b>  <i>Grading, excavation, and construction activities associated with the proposed project and other related cumulative projects could potentially impact water quality.</i>  <i>Implementation of the proposed project and other related cumulative projects could potentially result in increased run-off amounts and degraded water quality.</i>	Refer to Mitigation Measures HWQ-1 through HWQ-4.	A less than significant cumulative impact would result.
	<b>CUMULATIVE IMPACTS</b>  <i>The proposed project could potentially be inundated by tsunamis, rogue waves, seiches, or mudflows.</i>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to tsunamis, rogue waves, seiches, or mudflows.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
5.12	<b>PUBLIC SERVICES AND UTILITIES</b>		
PSU-1	<b>Fire Protection Services</b>  <i>Project implementation could result in the need for additional fire protection facilities and personnel.</i>	No mitigation measures are required.	A less than significant impact would result with regard to fire protection services.
PSU-2	<b>Police Protection Services</b>  <i>Project implementation would not result in the need for additional police protection facilities and personnel.</i>	No mitigation measures are required.	A less than significant impact would result with regard to police protection services.
PSU-3	<b>Schools</b>  <i>The project would be required to comply with applicable school fee requirements.</i>	No mitigation measures are required.	A less than significant impact would result with regard to schools.
PSU-4	<b>Parkland Demand</b>  <i>Implementation of the proposed project would not require new parkland, in order to maintain acceptable service ratios.</i>	No mitigation measures are required.	A less than significant impact would result with regard to parkland.
PSU-5	<b>Impacts to Existing Recreational Facilities</b>  <i>Project implementation would not increase the use of existing recreational facilities, causing their physical deterioration.</i>	No mitigation measures are required.	A less than significant impact would result with regard to existing recreational facilities.
PSU-6	<b>Impacts from Proposed Recreational Facilities</b>  <i>The project proposes recreational facilities, which would not adversely impact the environment.</i>	No mitigation measures are required.	A less than significant impact would result due to proposed recreational facilities.
PSU-7	<b>Water Services</b>  <i>Project implementation would not significantly increase the demand for water such that new entitlements or resources are needed.</i>	No mitigation measures are required.	A less than significant impact would result with regard to water services.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
PSU-8	<p><b>Wastewater Services</b></p> <p><i>Project implementation could result in significant impacts to wastewater services.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to wastewater services.
PSU-9	<p><b>Solid Waste Generation</b></p> <p><i>Implementation of the proposed project would not generate solid waste that exceeds the permitted capacity of the landfill serving the City.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to solid waste.
PSU-10	<p><b>Compliance with Statutes and Regulations</b></p> <p><i>The project would be subject to State and local statutes and regulations related to solid waste.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to compliance with statutes and regulations.
PSU-11	<p><b>Other Public Facilities</b></p> <p><i>The project would not result in significant impacts to other public facilities.</i></p>	No mitigation measures are required.	A less than significant impact would result with regard to other public facilities.
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Fire Protection Services</b></p> <p><i>Project implementation could result in the need for additional fire protection facilities and personnel.</i></p>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to fire protection services.
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Police Protection Services</b></p> <p><i>Project implementation would not result in the need for additional police protection facilities and personnel.</i></p>	No mitigation measures are required.	A less than significant cumulative impact would result with regard to police protection services.



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Schools</b></p> <p><i>The project would be required to comply with applicable school fee requirements.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant cumulative impact would result with regard to schools.</p>
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Parks and Recreation</b></p> <p><i>Implementation of the proposed project would not require new parkland, in order to maintain acceptable service ratios.</i></p> <p><i>Project implementation would not increase the use of existing recreational facilities, causing their typical deterioration.</i></p> <p><i>The project proposes recreational facilities, which would not adversely impact the environment.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant cumulative impact would result with regard to parks and recreation.</p>
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Water Services</b></p> <p><i>Project implementation would not significantly increase the demand for water such that new entitlements or resources are needed.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant cumulative impact would result with regard to water services.</p>
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Wastewater Services</b></p> <p><i>Project implementation would result in a less than significant impact to wastewater services.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant cumulative impact would result with regard to wastewater services.</p>



EIR SECTION	IMPACTS	MITIGATION MEASURES	SIGNIFICANCE AFTER MITIGATION
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Solid Waste</b></p> <p><i>Implementation of the proposed project would not generate solid waste that exceeds the permitted capacity of the landfill serving the City.</i></p> <p><i>The project would be subject to State and local statutes and regulations related to solid waste.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant cumulative impact would result with regard to solid waste and compliance with statutes and regulations.</p>
	<p><b>CUMULATIVE IMPACTS</b></p> <p><b>Other Public Facilities</b></p> <p><i>The project would not result in significant impacts to other public facilities.</i></p>	<p>No mitigation measures are required.</p>	<p>A less than significant cumulative impact would result with regard to other public facilities.</p>



## 1.5 SUMMARY OF PROJECT ALTERNATIVES

In accordance with *CEQA Guidelines* Section 15126.6, this section describes a range of reasonable alternatives to the proposed project, which could feasibly attain most of the proposed project's basic objectives, but would avoid or substantially lessen significant effects of the proposed project. The evaluation considers the comparative merits of each alternative. The analysis focuses on alternatives capable of avoiding or substantially lessening the project's significant environmental effects, even if the alternative would impede, to some degree, the attainment of the proposed project objectives. Potential environmental impacts associated with the following alternatives are compared to impacts of the proposed project:

- Alternative 1.1 – “No Project/No Build” Alternative;
- Alternative 1.2 – “No Project/Existing General Plan Land Use Designation” Alternative;
- Alternative 2 – “Reduced Density” Alternative; and
- Alternative 3 – “Mixed Use” Alternative.

An Alternative Location Alternative was considered and rejected as infeasible. The project site is available for development because it is a vacant and underutilized site within the City of Newport Beach. It is unlikely that the Applicant would be able to acquire another property within the City on which to develop a project of similar size and scale to that currently proposed. In addition, no significant and unavoidable impacts have been identified to be associated with the proposed project. Therefore, considering development of the project at an alternative location would serve no purpose. Furthermore, it is a key objective of the proposed project, and a key aspect of its design, to enhance the Lido Village area. As such, this alternative has been rejected from further consideration by the City.

The following is a description of each of the alternatives evaluated in Section 7.0, *Alternatives to the Proposed Project*.

### **“NO PROJECT/NO BUILD” ALTERNATIVE**

The No Project/No Build Alternative would retain the project site in its current condition. With this Alternative, the City Hall Complex would remain vacant and unimproved although the City would likely continue limited use of existing buildings suitable of occupancy. The existing 60,600 square feet of administration/office floor area would not be removed. The existing landscaping would be retained and maintained. Public open spaces consisting of pedestrian plazas, landscape areas, and other amenities would not be constructed along Newport Boulevard or 32nd Street. None of the improvements as part of the Lido House Hotel would be constructed. Under the No Project/No Build Alternative, the land use, zoning, and CLUP categories would not be amended.

### **“NO PROJECT/EXISTING GENERAL PLAN LAND USE DESIGNATION” ALTERNATIVE**

The “No Project/Existing General Plan Land use Designation” Alternative proposes development of what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on the property's current General Plan land use and zoning designations of “Public Facilities”. The Public Facilities Zoning District is intended to provide for areas appropriate





for public facilities, including community centers, cultural institutions, government facilities, libraries, public hospitals, public utilities, and public schools. Neither the General Plan or the Zoning Code (Title 20 of the Newport Beach *Municipal Code*) identifies a maximum development density or intensity for this use, but requires a Minor Use Permit (MUP). The City does not currently have a need for municipal offices at this location and does not plan to relocate the police station to the project site. Additionally, the City sent a notice of surplus land to the school district, affordable housing advocates, and park districts in accordance with Section 54222 of the Government Code and did not get a response. Therefore, this Alternative will assume a development of 60,600 square feet of municipally-sponsored uses that could include government offices, community meeting rooms, and parking necessary to support on-site uses of a similar development intensity as the former City Hall Complex. The development associated with this alternative would include the demolition of the existing outdated structures, and would construct a new modern facility that would serve the community for meetings, recreation, and ancillary uses.

## **REDUCED DENSITY ALTERNATIVE**

Under the Reduced Density Alternative, proposes the development of a hotel use on the project site that would have approximately 108 rooms and would be three floors. The Reduced Density would have the same basic building footprint, architecture, open space areas, and vehicular access as the proposed project. The development associated with this alternative would include the demolition of the existing outdated structures. Under the Reduced Density Alternative, the land use, zoning, and CLUP categories would still need to be amended similar to the proposed project.

## **“ENVIRONMENTALLY SUPERIOR” ALTERNATIVE**

Table 1-1, *Comparison of Alternatives*, summarizes the comparative analysis presented in Section 7.0, *Alternatives to the Proposed Project*. Review of Table 7-4 indicates the No Project/No Build Alternative is the environmentally superior alternative, because it would avoid or lessen the majority of impacts associated with development of the proposed project. According to CEQA Guidelines Section 15126.6(e), “No Project” Alternative, “if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” Accordingly, an environmentally superior alternative among the other alternatives is identified below.

It should be noted that no significant and unavoidable impacts have been identified for the proposed project. However, the environmentally superior alternative is the Reduced Density Alternative because it has impacts that are less than the proposed project. As concluded in the analysis presented above, the Reduced Density Alternative involves a three-story 108-room hotel. This Alternative would reduce its intensity by eliminating the fourth story associated with the proposed project. Although this Alternative would create less City revenue through lease payments and transient occupancy tax, it would fulfill all of the project’s objectives.



**Table 1-1  
Comparison of Alternatives**

Sections	No Project/ No Build	No Project/ Existing General Plan	Reduced Density	Mixed Use
Land Use and Relevant Planning	∨	∨	=	=
Aesthetics/Light and Glare	∨	∨	=	=
Biological Resources	∨	=	=	=
Cultural Resources	∨	=	=	=
Traffic and Circulation	∨	=	∨	⤴
Air Quality	∨	∨	∨	⤴
Greenhouse Gas Emissions	∨	∨	∨	⤴
Noise	∨	∨	=	⤴
Geology and Soils	∨	=	=	=
Hazards and Hazardous Materials	∨	=	=	=
Hydrology and Water Quality	⤴	=	=	=
Public Services and Utilities	∨	=	=	=
⤴ Indicates an impact that is greater than the proposed Project (environmentally inferior). ∨ Indicates an impact that is less than the proposed Project (environmentally superior). = Indicates an impact that is equal to the proposed Project (neither environmentally superior nor inferior). * Indicates a significant and unavoidable impact.				