

2. PROJECT DESCRIPTION

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1. INTRODUCTION

Bayside Village Marina, LLC, the project applicant, is seeking various legislative and administrative approvals for the future development of a mixed-use bayfront village, Back Bay Landing (the “proposed project”). The proposed project would lead to the development of an integrated, mixed-use village comprising of visitor-serving commercial, marine services, and limited residential uses on an improved but underutilized bayfront site on 6.974 acres in the City of Newport Beach. The applicant is seeking General Plan and Coastal Land Use Plan Amendments that would allow for limited residential use on the site through reallocation of density within an existing three-parcel subdivision (Parcel Map No. 93-111). The project applicant has also prepared and is seeking approval of the Back Bay Landing Planned Community Development Plan (PCDP), which will serve as the controlling zoning ordinance for the project site and provide a regulatory framework for the five Planning Areas that will comprise the 31.431-acre Parcel 3 of Parcel Map 93-111 (“Parcel 3”). Within the PCDP, the Back Bay Landing Design Guidelines will provide specific guidance for physical implementation of the project and assist the City and community with visualization of the architectural theme and character of the project. The applicant is also requesting approval of a Lot Line Adjustment and Traffic Impact Analysis. Specific project-level applications for a fully integrated, mixed-use development through a Site Development Plan and Coastal Development Permit (CDP) will be filed in the future.

2. PROJECT LOCATION

The Back Bay Landing project will be located on 6.974 acres in the City of Newport Beach (“City”) in Orange County, California. Newport Beach is at the western edge of Orange County, adjacent to the Pacific Ocean and is bordered by Costa Mesa to the northwest, Huntington Beach to the west, Irvine to the northeast, and unincorporated portions of Orange County to the southeast (refer to **Figure 2-1**, *Project Location Map*, below). The 6.974-acre project site consists of the crescent-shaped landside portion of Parcel 3, as shown in **Figure 2-2**, *Existing Conditions and Project Boundary Map*, and a small portion of Parcel 2 (0.304 acres) that would be subject to a Lot Line Adjustment (LLA) to accommodate a new driveway at Bayside Drive and facilitate parking for residents of the adjacent Bayside Village Mobile Home Park. The entire Parcel 3 is 31.431 acres and encompasses both the land side project area and the 24.457-acre fee-owned submerged lands. No land use or physical changes to this waterside portion of Parcel 3 are proposed as part of the subject entitlement applications (however, it should be noted that a future project may include a small inlet channel from the existing Bayside Village Marina to allow for boat launching at a proposed future dry-stack boat storage facility, which would be subject to Site Development Review at such time a specific project is proposed). The majority of the 6.974-acre project area is located immediately north of East Coast Highway between Bayside Drive and the Bayside Marina adjacent to the Upper Newport Bay. Of the 6.974 acres, 6.332 acres (275,820 square feet) contain the mixed-use site area that is the subject of the proposed land use applications and is comprised of the following Planning Areas, as shown in **Figure 2-3**, *Planning Areas*, below: Mixed-Use Area (Planning Area 1), Existing Private Marina Access and Beach (Planning Area 3), and Marina and Bayside Village Mobile Home Park Storage and Guest Parking (Planning Area 4). Planning Area 5 comprises the De Anza Bayside Marsh Peninsula and landward submerged tidelands within which the existing Bayside Village Marina is located.

While Planning Area 5 would be subject to the proposed legislative approvals, as noted above, no land use or physical changes are proposed and it would not be subject to any future development proposals; it is not included as part of the density calculations. It is not part of the Back Bay Landing Mixed-Use Project Area boundary shown in Figure 2-3, but it is included in the PCDP.

The balance of the 6.974-acre project site, 0.642 acres (27,966 square feet), are designated as Recreational and Marine Commercial Area (Planning Area 2) and are located under and immediately south of the Coast Highway bridge. Although this 0.642-acre contiguous parcel is not part of the requested land use amendments, it would be developed consistent with the current Recreational and Marine Commercial General Plan and Coastal Land Use Plan designations. This 0.642-acre area is also included in the Back Bay Landing PCDP (PC-9) boundaries and development standards.

3. EXISTING SITE CONDITIONS AND SURROUNDING LAND USES

a. Existing Site Conditions

The larger 31.431-acre Parcel 3 consists of five proposed Planning Areas as shown above in Figure 2-3. The existing site conditions within each of these Planning Areas, as illustrated below in Figure 2-2, are as follows:

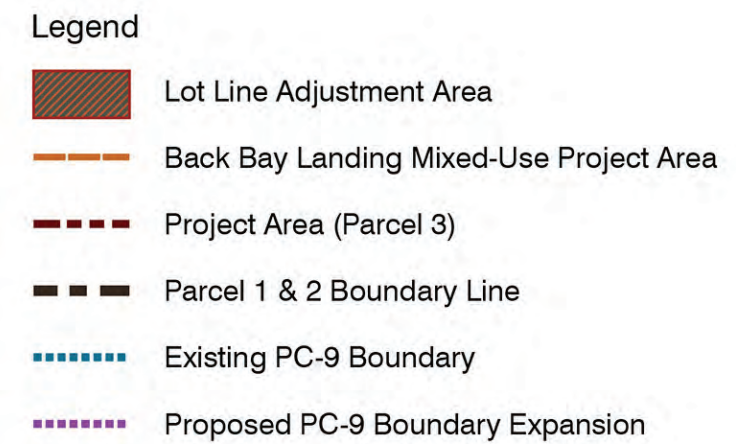
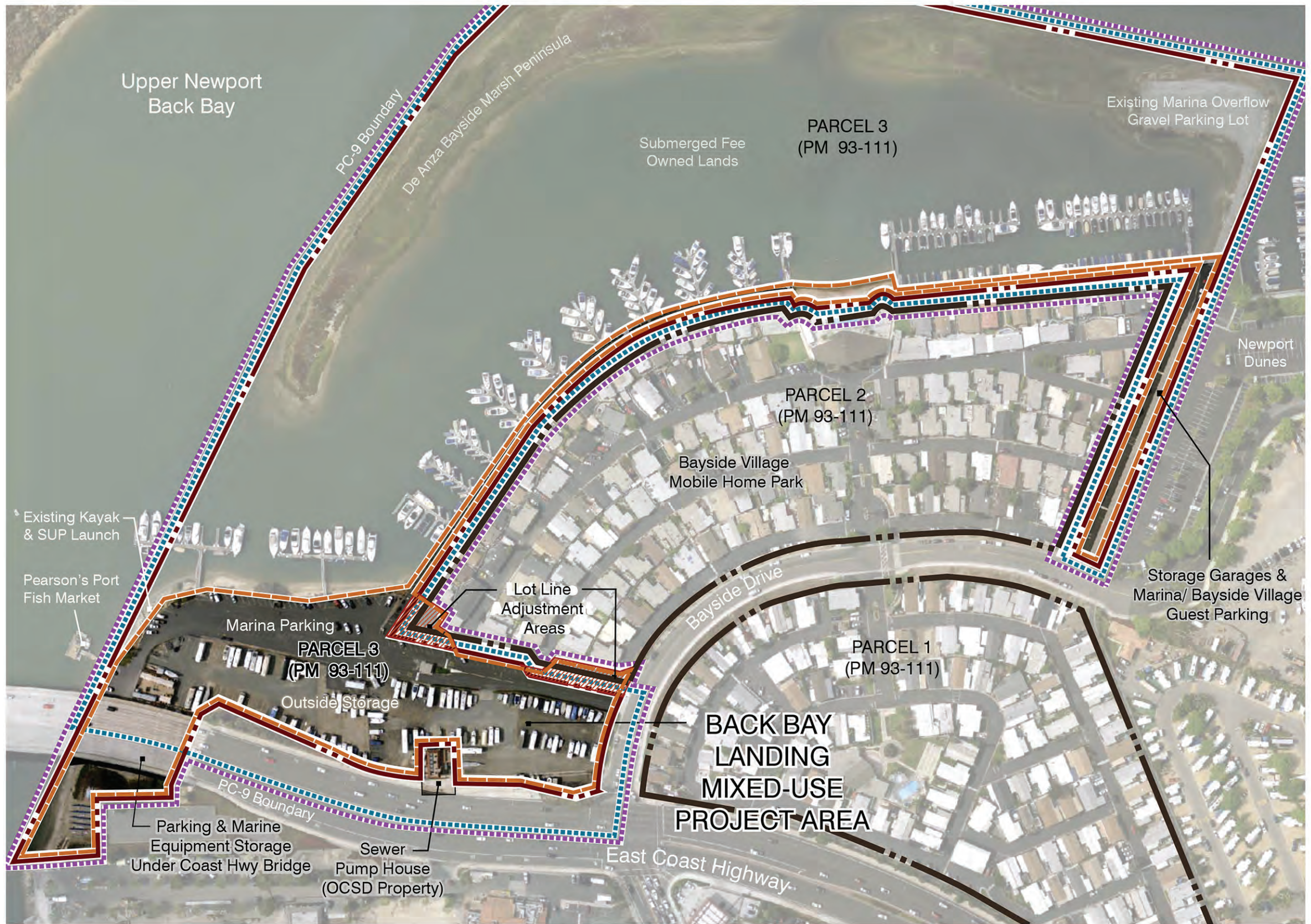
- **Planning Area 1 (Mixed-Use Area – 5.132 Acres / 223,549 square feet).** This area is a slightly sloping, almost fully paved area bounded by the Bayside Village Mobile Home Park to the northeast, Bayside Drive to the east, East Coast Highway to the south, and the Upper Newport Bay Channel to the west. Existing uses on the site include outside storage space for RV's and small boats on trailers; Bayside Marina parking and restrooms; kayak and standup paddle board (SUP) rentals and launch area; parking and access to Pearson's Port, a floating fish market in the County tidelands/Upper Newport Bay Channel; marine service equipment storage and parking under the Coast Highway Bridge; and Bayside Village Mobile Home Park guest parking. Adjoining the southwest portion of the site is the over 45-year-old Orange County Sanitation District (OCSD) pump station.
- **Planning Area 2 (Recreational and Marine Commercial – 0.642 Acres / 27,966 square feet).** This 0.642-acre area is located under and immediately south of the Coast Highway bridge. Existing uses in this area include marine service equipment storage and an unpaved parking lot under the bridge, as well as a storage and launch area for the rowing club south of the bridge.
- **Planning Area 3 (Existing Private Marina Access and Beach – 0.659 Acres / 28,750 square feet).** A narrow strip of paved private walkway and sand beach area located between the Bayside Village Mobile Home Park to the south and Bayside Marina to the north provides lessee access to private boat slips and docks and is available for mobile home park resident use. This area is adjacent to the northern boundary of the existing Bayside Village Mobile Home Park. No development is proposed within this walkway and beach area, which will remain as private open space and marina access. The maintenance, repair, and replacement of the existing bulkhead wall would be permitted to protect existing development.
- **Planning Area 4 (Marina and Bayside Village Storage and Guest Parking – 0.541 Acres / 23,522 square feet).** A narrow strip of paved parking area located within Parcel 3 along the eastern boundary of Bayside Village Mobile Home Park. This area is currently improved with 45 commercial storage units and parking spaces and is available to marina and mobile home park tenants and off-site users.



Back Bay Landing is located immediately north east of East Coast Highway in Newport Beach, California. The site is bounded by East Coast Highway and Newport Harbor on the south and west, Bayside Drive to the south, the Newport Back Bay channel to the west and Bayside Village Mobile Home Park to the southeast.

Legend

- Project Area (Parcel 3 of PM 93-111)
- Back Bay Landing Mixed-Use Project Area
- Existing PC-9 Boundary
- Proposed PC-9 Boundary Expansion



Source: Google Earth



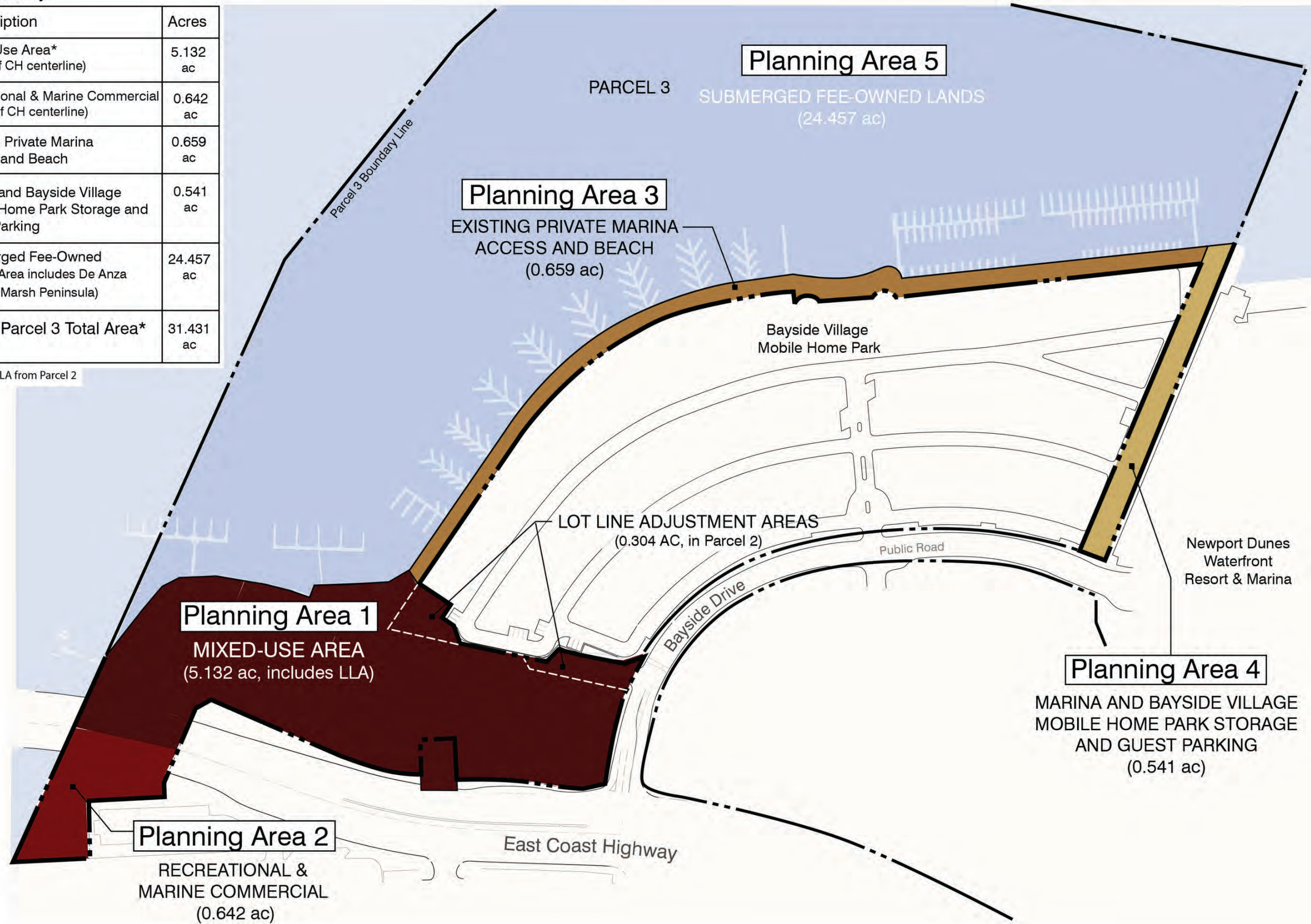
Existing Conditions and Project Boundary Map

Back Bay Landing
Source: Templeton Planning Group, 2013.

Parcel 3 Summary

P. A.	Description	Acres
1	Mixed-Use Area* (North of CH centerline)	5.132 ac
2	Recreational & Marine Commercial (South of CH centerline)	0.642 ac
3	Existing Private Marina Access and Beach	0.659 ac
4	Marina and Bayside Village Mobile Home Park Storage and Guest Parking	0.541 ac
5	Submerged Fee-Owned Lands (Area includes De Anza Bayside Marsh Peninsula)	24.457 ac
Parcel 3 Total Area*		31.431 ac

*Includes 0.304 ac LLA from Parcel 2



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- **Planning Area 5 (Submerged Fee-Owned Lands -24.457 Acres / 1,065,347 square feet).** The balance of Parcel 3 is waterside area. This fee-owned submerged land is bordered by the earthen De Anza Bayside Marsh Peninsula, which was originally constructed with dredging spoils and rip-rap as fill to provide a protected harbor and overflow parking for the privately owned Bayside Village Marina (area is fee-owned submerged lands). The existing Bayside Village Marina contains 220 slips.

b. Surrounding Uses

Land uses surrounding the project site include the adjacent Bayside Village Mobile Home Park, located within Parcel 2 and immediately north/northeast of Planning Area 1, south of Planning Area 3, and west of Planning Area 4 and Bayside Drive (refer to Figures 2-2 and 2-3 above). The Upper Newport Bay Channel is located immediately west and north of the project site, with single- and multi-family residential uses (Bayshores Community and Bayshore Apartments, respectively) to the west of the Channel on the south side of the East Coast Highway Bridge and recreational uses (Castaways Park) and single-family residences (Dover Shores Community) on the north side of the bridge. Beyond the Upper Newport Bay Channel to the north are single-family residential uses also located within the Dover Shores Community. Uses to the east beyond Bayside Drive include additional residential uses within the Bayside Village Mobile Home Park (Parcel 1) and recreational uses within the Newport Dunes Resort. Uses to the south beyond East Coast Highway include marine commercial and restaurant uses, as well as single-family residential uses within the Linda Isle Community.

4. EXISTING PROJECT SITE GENERAL PLAN AND ZONING DESIGNATIONS

Existing land use and zoning designations are illustrated below in **Figure 2-4, Existing and Proposed Land Use Designations and Requested Entitlements**. The project site contains several land use designations, including the following:

- **General Plan:** Recreational and Marine Commercial CM 0.5 and CM 0.3
- **Coastal Land Use Plan (CLUP):** CM-B (north of Coast Highway); CM-A (south of Coast Highway)
- **Zoning:** Planned Community PC-9 (north of Coast Highway); CM (south of Coast Highway)

The project site (which, as noted above, excludes Planning Area 5) has two separate General Plan and CLUP land use designations north and south of East Coast Highway (from the centerline under the bridge). North of the East Coast Highway bridge centerline, the area is designated Recreational and Marine Commercial (CM 0.5) in the City's General Plan and allows up to 131,290 square feet of nonresidential floor area. The area south of the bridge centerline is currently designated Recreational and Marine Commercial (CM 0.3) and allows up to 8,390 square feet of nonresidential floor area. The project site is zoned Planned Community (PC-9) north of the East Coast Highway centerline and Marine Commercial (CM) to the south. The total existing allowed nonresidential building square footage on the property is 139,680 square feet, based on the current General Plan designations (CM 0.3 and CM 0.5). Residential land uses are not currently permitted.

5. DESCRIPTION OF THE PROPOSED PROJECT

a. Project Components

The proposed project consists of the requested legislative approvals (GPA, CLUP, PC Amendment) for the project site, as well as requests for administrative approvals of a LLA and Traffic Impact Analysis (TIA). Project-specific administrative approvals (e.g., Site Development Review, CDP, and Harbor Permit) will be

processed at a future date. In order to allow for future mixed-use development of the site, amendments to the General Plan and Coastal Land Use Plan are required to change portions of the project site land use designations to a “Mixed-Use Horizontal” designation which allows the CM uses currently allowed on the site with limited residential. The Planned Community Development Plan (PCDP) included within the project applications is proposed to establish appropriate zoning regulations governing land use and development of the site consistent with the proposed General Plan and Coastal Land Use Plan designations. Subsequent entitlements will involve a Site Development Review from the City of Newport Beach and a Coastal Development Permit from the California Coastal Commission for the specific project-level design of the future mixed-use development. If residential units are developed as condominiums, a Tentative Tract Map will also be required to be processed. Resource agency permits may also be needed in the future related to placement of a bulkhead wall, which will be determined at the time a specific development project is proposed.

(1) Legislative Approvals (Current Requests)

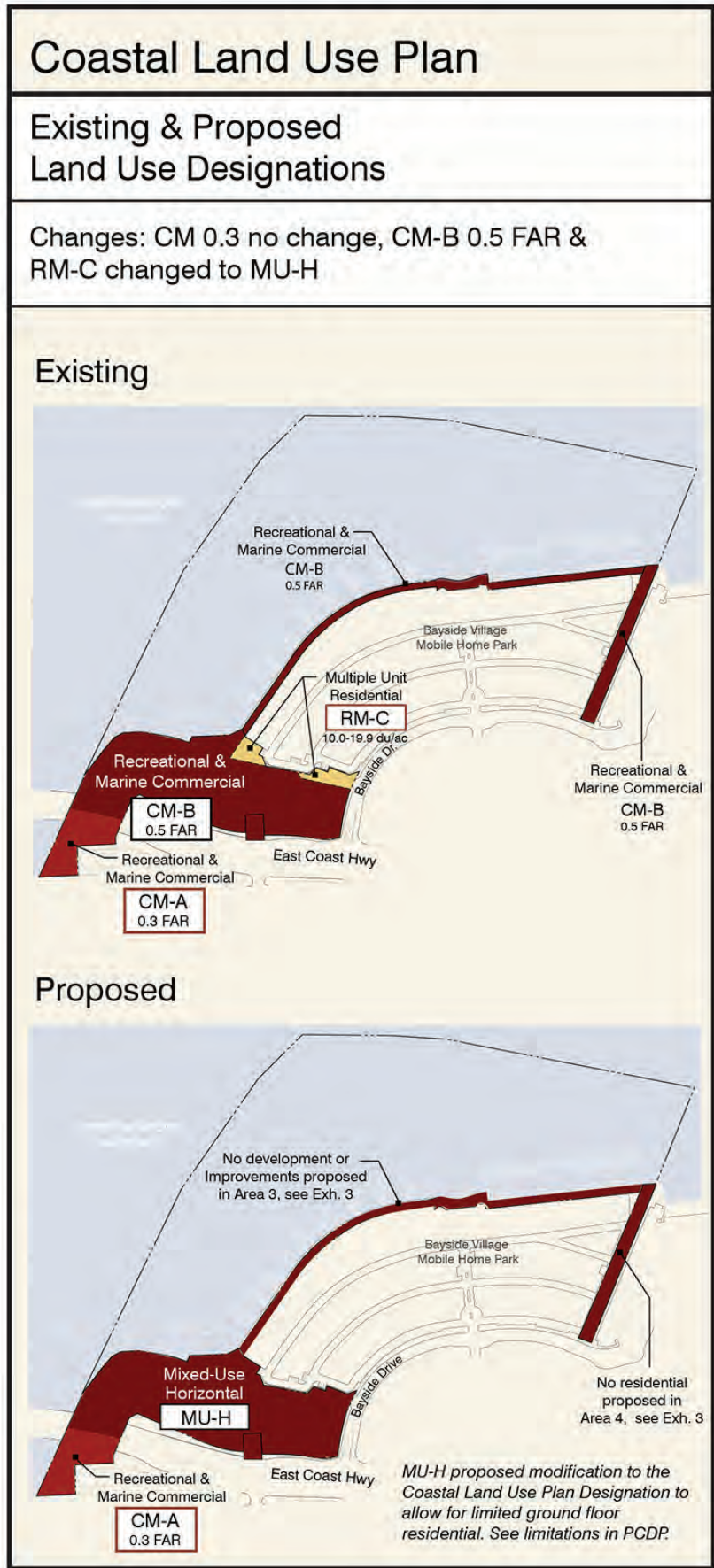
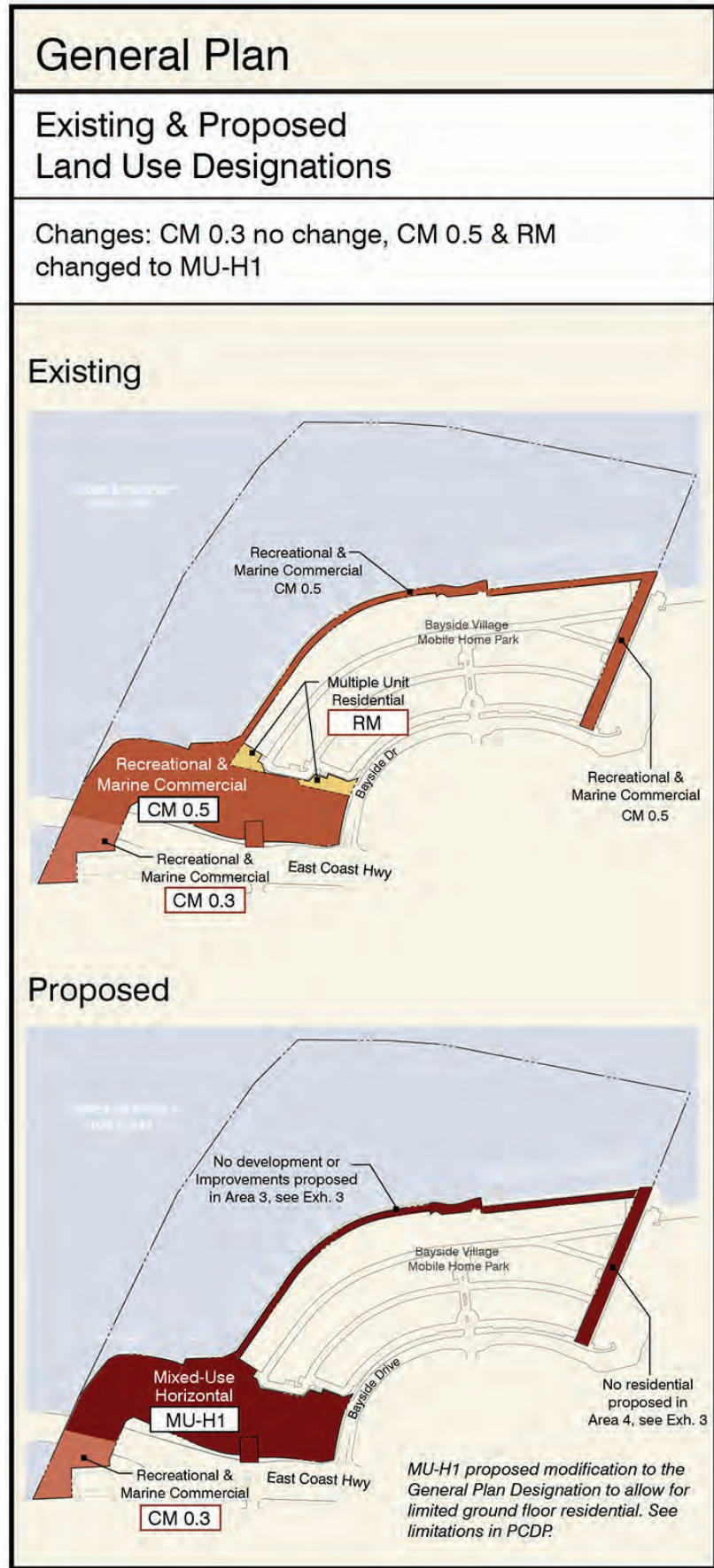
(a) General Plan Amendment

The proposed General Plan Amendment would change the existing 6.332-acre portion of the project site designated as Recreational and Marine Commercial (CM 0.5) consisting of the proposed Mixed-Use Area (Planning Area 1), Private Marina Access and Beach (Planning Area 3), and Marina and Bayside Village Storage and Guest Parking (Planning Area 4) to Mixed-Use Horizontal 1 (MU-H1) by reallocating unused residential density from Parcels 1 and 2 (i.e., the existing Bayside Village Mobile Home Park) to Parcel 3 of Parcel Map 93-111. All three parcels are owned by the project applicant and are within the same General Plan Statistical Area (Statistical Area K-1, see further discussion and **Figure 2-5, Statistical Area K-1 Boundary**, below). Based on the 2006 General Plan approved land use designation (RM) on Parcels 1 and 2, there is a surplus density of 75 residential dwelling units (current General Plan land use density of 345 units minus the existing 270 residential units within Parcels 1 and 2).

Table 2-1, Land Use Element – Table LU2 Anomaly Location Revision, below, identifies proposed Anomaly Location Numbers 80 and 81, which reflect the reallocation of 49 units to Parcel 3 of Parcel Map 93-111 from Parcels 1 and 2 of Parcel Map 93-111, and a corresponding new density limit of 296 units on Parcels 1 and 2 of Parcel Map 93-111, respectively. Anomaly Locations 80 and 81 are proposed to be added to General Plan Table LU2, as discussed below.

(i) Anomaly No. 80 (General Plan Land Use Element Table LU2 Revision)

The purpose of Anomalies in the Land Use Element of the Newport Beach General Plan is to identify and set General Plan development limits on individual properties by capping residential unit (density) and nonresidential floor area (intensity) yield below otherwise higher density/intensity allowances. Any future development project implementing the proposed legislative approvals on-site would be subject to the Anomaly No. 80 location/cap for the proposed project.



Requested Entitlements

- General Plan Amendment (GPA)
- Coastal Land Use Plan Amendment (CLUPA)
- PC-9 Amendment (Zone Change)
- Planned Community Development Plan (PCDP)
- Environmental Impact Report (EIR)
- Lot Line Adjustment (LLA)

Existing and Proposed Land Use Designations and Requested Entitlements



- Residential Neighborhoods**
- RS-D Single-Unit Residential Detached
 - RS-A Single-Unit Residential Attached
 - RT Two-Unit Residential
 - RM Multiple-Unit Residential
 - RM-D Multiple-Unit Residential Detached
- Commercial Districts and Corridors**
- CN Neighborhood Commercial
 - CC Corridor Commercial
 - CG General Commercial
 - CV Visitor Serving Commercial
 - CM Recreational and Marine Commercial
 - CR Regional Commercial
- Commercial Office Districts**
- CO-G General Commercial Office
 - CO-M Medical Commercial Office
 - CO-R Regional Commercial Office
- Industrial Districts**
- IG Industrial
- Airport Supporting Districts**
- AO Airport Office and Supporting Uses
- Mixed -Use Districts**
- MU-V Mixed Use Vertical
 - MU-H Mixed Use Horizontal
 - MU-W Mixed Use Water Related
- Public, Semi-Public and Institutional**
- PF Public Facilities
 - PI Private Institutions
 - PR Parks and Recreation
 - OS Open Space
 - TS Tidelands and Submerged Lands
- City of Newport Beach Boundary**
- City of Newport Beach Boundary
 - Statistical Area Boundary
 - Land Use Delineator Line
 - Refer to anomaly table

Statistical Area K-1 Boundary

No scale



Back Bay Landing
Source: EIP Associates, 2013.

Table 2-1

Land Use Element – Table LU2 Anomaly Location Revision

Anomaly Number	Statistical Area	Land Use Designation	Development Limit (sf)	Development Limit (Other)^a	Additional Information
80	K-1	MU-H1	nonresidential development: 131,290 SF mixed-use development: 171,288 SF	49 residential units	For mixed-use development, residential floor area shall not exceed a 1:1 ratio to nonresidential floor area
81	K-1	RM		296 residential units	

^a The maximum residential density of 345 units within Parcels 1 and 2 is based on the actual land area of both parcels (22.987 acres) and maximum allowable density of 15 dwelling units per acre under the General Plan’s RM land use designation.

Source: Bayside Village Marina, LLC, 2013

The proposed General Plan Anomaly Number 80 cap would:

1. Limit non-residential only development to a maximum of 131,290 square feet for the MU-H1 designated project area within Statistical Area K-1; or
2. Limit mixed-use development for the MU-H1 designated project area within Statistical Area K-1 to a maximum of 171,288 square feet, where residential FAR does not exceed a 1:1 ratio to non-residential floor area; and
3. Limit the maximum new residential development for the MU-H1-designated portion of Statistical Area K-1 to a maximum of 49 units and maximum of 85,645 square feet (based on 1:1 ratio requirement).

Table LU2, *Anomaly Locations*, on pages 3-18 through 3-20 of the Newport Beach General Plan Land Use Element is therefore proposed to be amended to include proposed Anomalies 80 and 81, as shown above in Table 2-1.

(b) Coastal Land Use Plan Amendment

Approval of the project as proposed would require a change from the Coastal Land Use Plan Recreational and Marine Commercial (CM) designation to a Mixed-Use Horizontal (MU-H) designation. The following new Coastal Land Use Plan (“CLUP”) section is proposed to be added to Section 2.0, *Land Use and Development*, of the CLUP:

2.1.9-1 Back Bay Landing (Proposed CLUP Text Amendment)

Located at the northwesterly corner of the intersection of East Coast Highway and Bayside Drive, the Back Bay Landing site is an approximately 7-acre site adjacent to the Upper Newport Bay. The site is the landside portion of Parcel 3 of Parcel Map 93-111 and is currently improved with existing structures and paved areas utilized for outdoor storage space of RVs and small boats, parking and restrooms facilities for the Bayside Marina, a kayak rental and launch facility, parking and access to Pearson's Port, and marine service equipment storage under the Coast Highway Bridge.

The site would accommodate the development of an integrated, mixed-use waterfront project consisting of coastal dependent and coastal related visitor-serving commercial and recreational uses allowed in the current CLUP CM-A and CM-B designation, while allowing for limited free-standing multi-family residential and mixed-use structures with residential uses above the ground floor. Residential development would be contingent upon the concurrent development of the above-referenced marine-related and visitor-serving commercial and recreational facilities, including the enclosed dry stack boat storage facility and completion of a new public bayfront promenade connecting with Bayside Drive and Newport Dunes/County trails.

Policy 2.1.9-1 (Proposed CLUP Text Amendment)

The Back Bay Landing site shall be developed as a unified site with marine-related and visitor-serving commercial and recreational uses. Limited free-standing multi-family residential and mixed-use structures with residential uses above the ground floor are allowed as integrated uses as described below.

- *The Mixed-Use Horizontal – MU-H category is applicable to the project(s) site; permitted uses include those allowed under the CM, CV, RM, and MU-V categories; however, a minimum of 50 percent of the permitted building square footage shall be devoted to non-residential uses;*
- *The site shall be limited to a maximum floor area to land area ratio as established in General Plan Land Use Element Anomaly Cap No. 80. A minimum of 50 percent of the residential units shall be developed in mixed-use buildings with nonresidential use on the ground floor.*
- *Development shall incorporate amenities that assure access for coastal visitors, including the development of a public pedestrian promenade along the bayfront, bikeways with connections to existing regional trails and paths, an enclosed dry-stack boat storage facility, and public plazas and open spaces that provide public views, view corridors, and new coastal view opportunities.*
- *The site shall be developed as a unified site to prevent fragmentation and to assure each use's viability, quality, and compatibility with adjoining uses. Development shall be designed and planned to achieve a high level of architectural quality with pedestrian, non-automobile and vehicular circulation and adequate parking provided.*

Policy 4.4.2-1 (Proposed CLUP Text Amendment)

Maintain the 35-foot height limitation in the Shoreline Height Limitation Zone, as graphically depicted on Map 4-3, except for Marina Park and the following site:

Back Bay Landing at East Coast Highway / Bayside Drive: A single, up to 65-foot tall coastal public view tower, that will be ADA-compliant and publicly accessible, to provide new coastal and Upper Newport Bay view opportunities where existing views are impacted by the East Coast Highway Bridge, other existing structures and topography.

(c) PC-9 Amendment (Zone Change)

Expand the existing boundaries of PC-9 to include the proposed Lot Line Adjustment area (see description below) and the portion of the project site located south of the East Coast Highway centerline (Planning Area 2). The proposed Planned Community Development Plan (PCDP), once approved, would then be applied to the PC-9 zoning district and would serve as the zoning regulations for the site, as discussed further below.

(d) Back Bay Landing Planned Community Development Plan (PCDP)

The purpose of the PCDP is to establish appropriate zoning regulations governing land use and development of the site consistent with the City of Newport Beach General Plan and Coastal Land Use Plan. The PCDP provides a vision for the land uses in the site and sets the development limits, allowed land uses, development standards and design guidelines that would guide the next level of approvals at the Site Development Review and Coastal Development Permit approval process, as well as the long term operation of the developed site. The regulations would also guide the future project applicant and community's expectations. The Back Bay Landing PCDP is intended to provide the framework for a future, integrated mixed-use waterfront project that would be designed and constructed to evoke the experience of a seaside village, while maintaining compatibility with the architecture and overall community character of Newport Beach, the harbor-oriented recreational and marine commercial and residential areas of the City.

Subject to parking and other site constraints, the PCDP would allow for coastal dependent and coastal related uses, including up to 61,534 square feet of visitor-serving retail/ restaurant/marine boat sales, rental and service repair and recreational commercial (kayak and stand-up paddle board rentals); a new 32,500 square foot full-service enclosed dry stack boat storage with racks or bays (up to a maximum of 140 boat spaces) and launching facilities; as well as a maximum of 49 residential units within a maximum of 85,644 square feet integrated in either two levels of residential over ground floor commercial uses, wrapped around a parking structure with three levels above ground and one semi-subterranean level, or in a three-level flat configuration adjacent to the northwest bayfront. Included within the 61,534 square feet of visitor-serving commercial retail is up to 4,000 square feet of replacement storage area (resident and boater lockers) and marina restrooms with laundry facilities would be sited on the eastern project boundary. Additionally, a gated entry with new parking spaces would provide parking for existing marina tenants and mobile home resident guests, along with significant new coastal access and "view" improvements.

The Back Bay Landing site includes development standards and design guidelines that would require a village orientation of the project at Bayside Drive and East Coast Highway, designed not only to attract visitors to the mixed-use waterfront village, but also to encourage significant new public access to and along the bayfront, between Balboa Marina to the south and Newport Dunes and the regional trail system to the east. Back Bay Landing would be linked to the existing City and County trail systems and the Newport Dunes recreation area by means of new public bayfront access as part of future project implementation. Currently, no public access trails or accommodations exist on the project site. This new access is proposed to commence on the south side of the East Coast Highway Bridge and continue along the project bayfront connecting to pedestrian and bicycle trails accessed off of Bayside Drive. Public bayfront access would be located and designed consistent with City General Plan public access requirements, CLUP Policy 3.1.1-1 and

the Coastal Act (see discussion below regarding project consistency with the CLUP and Coastal Act), with appropriate routing to protect the privacy of existing residents in Bayside Village, consistent with Coastal Act section 30214. Special features of this public bayfront access, including plazas, vista points, a coastal public view tower and connections with City/County trails and Newport Dunes as detailed in the PCDP. Back Bay Landing restaurants, coastal visitor-serving commercial, retail and plaza areas would be accessible to the community by public and private vehicular transportation, pedestrian and bike paths, and public dock space. A scenic view corridor at the project entry would allow views from East Coast Highway to the Upper Newport Back Bay, and outdoor dining and plaza areas would be designed to be open to and interface with the street. Development, as regulated by the PCDP, would provide for several significant, publicly accessible bayfront view corridors, plazas and additional project features adjacent to the bayfront.

- Rental of kayaks, stand up paddleboards and electric boats would be provided on-site; a public launching area for kayak and stand-up paddleboards is proposed.
- A new bayfront seawall/bulkhead would be designed, permitted and constructed to protect existing and future development consistent with Coastal Act section 30235 (refer to Section 4.C, *Biological Resources*, of this Draft EIR for a discussion of project consistency with Section 30235). The new bulkhead and sheetpile wall would be located at the Highest High Water line with backfill as necessary under future engineering requirements (details to be determined during project permitting). The minimum 12-foot wide public bayfront access would be designed along the length of a new seawall/bulkhead to the boundary with the Bayside Village Mobile Home Park, and continue along the project entrance to Bayside Drive.
- The Back Bay Landing project would provide several opportunities for water-oriented dining with outdoor seating and public bayfront access. The project would provide for a vehicular “round-about” drop-off area, directional entry to public and private surface and multi-level garage parking, enclosed dry stack boat storage, restrooms and marine-oriented retail, enhancing the visitor-serving nature of the project.
- A publicly accessible ADA-compliant coastal viewing tower, located in a “round-about,” would be approximately 65 feet in height (maximum), would visually connect the east and west ends of the mixed-use project area as the center point of the project, and would point the way to the western entrance to the existing Bayside Marina. This project feature, as further described in the Back Bay Landing PCDP, would include provisions for public access (including ADA compliant access) with an elevator and stairway for public access to an elevated viewing platform for coastal view opportunities of Newport Harbor and Upper Newport Bay from the top of the proposed viewing tower. In the evening business hours it would be lit from within and would have exterior up-lighting. A paved pedestrian and automobile plaza would surround the tower and new public restrooms and marina boat-slip tenant lockers are proposed adjacent to the bayfront and the Bayside Village Marina.
- As described in the PCDP, a parking structure would be designed to allow access from the entry grade to three levels above grade, providing another opportunity for elevated coastal view opportunities of the bay and surrounding coastal vistas. Parking levels and spaces would be designated for the existing marina, enclosed dry stack boat storage tenants, and visitor-serving retail uses, as well as additional Bayside Village Mobile Home Park guest parking. The semi-subterranean parking level would be secured and designated solely for the Back Bay Landing residential units.
- The enclosed dry stack boat storage would accommodate up to 140 boats in a range of sizes utilizing an innovative storage racking system that would allow maximum flexibility for boat heights and lengths. The PCDP would allow for limited roof heights to protect and enhance view corridors over

the site from the bridge to the bay and mountain vistas beyond. An alternative small water inlet with an innovative retractable pedestrian bridge may be proposed to facilitate the storage and launching of boats.

- The proposed land use amendments and PCDP would allow a maximum of forty-nine (49) attached residential units.
- A decorative 8-foot high masonry wall and landscaping would be required to separate the project from the existing Bayside Village Mobile Home Park. Secured access gates would allow the mobile home residents direct access to the project. Additional fire lane gating would provide emergency access to both the project area and existing mobile home community.
- Replacement of the existing 50-year old commercial storage garages (approximately 4,000 square feet of space) at the eastern side of Parcel 3 is proposed, with new enclosed marina tenant and mobile home resident storage units, remodeled guest bathrooms, laundry facilities and additional guest parking for the marina and mobile home lessees. Decorative 8-foot property walls and landscaping would be provided as described in the PCDP.
- The future Back Bay Landing project would be required to be designed as a sustainable project as described in the PCDP, and include numerous features and design criteria to reduce GHG.

(2) Administrative Approvals (Current Requests)

(a) Lot Line Adjustment

The Lot Line Adjustment (LLA) requires the current General Plan land use designation (RM) and Coastal Land Use Plan designation (RM-C) to be amended consistent with the MU-H1 designation requested on the balance of the project site. No land uses are proposed for the adjusted area other than entry road, public restrooms, and storage lockers. The LLA has been conceived and designed solely to improve ingress and egress to the mixed-use project and facilitate parking for Bayside Village Mobile Home Park guests and will facilitate bayfront access and connection to Bayside Drive trails. Refer to Figures 2-2 and 2-3 above for a depiction of the portion of the project site affected by the proposed LLA.

(b) Traffic Impact Analysis

A project-specific Traffic Impact Analysis (TIA) has been prepared for the proposed future development (based on the Maximum Development Scenario contained in **Table 2-2, Maximum Development Scenario**, below) pursuant to the City's Traffic Phasing Ordinance.

(3) Site Development Review (Future Requests)

Subsequent to the requested legislative approvals discussed above, future development on-site would be regulated by the development standards and design guidelines established in the PCDP, which would allow for a mixed-use development with the maximum development limits summarized above in Table 2-2. A conceptual illustration of the maximum allowable development scenario summarized in Table 2-2 is provided below in **Figure 2-6, Conceptual Site Plan**. It should be noted that as part of a future development project on-site, removal of three mobile homes within the adjacent Bayside Village Mobile Home Park would be required in order to relocate the site access driveway approximately 45 feet north of its existing location (as depicted in Figure 2-6) and to facilitate surface parking for mobile home residents.

Table 2-2

Maximum Development Scenario

North of East Coast Highway Centerline

Retail/Marine Sales and Repair	32,859 square feet
Quality Restaurant	4,100 square feet
High-Turnover Restaurant	3,500 square feet
Office	8,685 square feet
Enclosed Dry-Stack Boat Storage	32,500 square feet (up to 140 spaces)
Storage Area (resident and boat lockers)	4,000 square feet
<i>Non-Residential Total North of East Coast Highway Centerline:</i>	<i>85,644 square feet</i>
<i>Residential Total North of East Coast Highway Centerline:</i>	<i>85,644 square feet (up to 49 units)</i>
Marina (existing)	220 wet slips

South of East Coast Highway Centerline

Non-residential (marine services, office)	8,390 square feet
Project Site Total	179,678 square feet

Source: Bayside Village Marina, LLC, 2013

b. Development Standards

Future development of the project site would be subject to various development standards and design guidelines, which are contained in the proposed project PCDP. Not only does the PCDP provide the range of allowable uses for the various Planning Areas on-site, but it also dictates the various development parameters that are allowable for such uses. The PCDP establishes various development standards regulating setbacks, building heights, residential units, parking, landscaping, seawalls/bulkheads, diking and filling/dredging, bayfront promenade/trail, vehicular circulation, lighting, signs, utilities, sustainability features, and public improvements. The various development standards are discussed individually below.

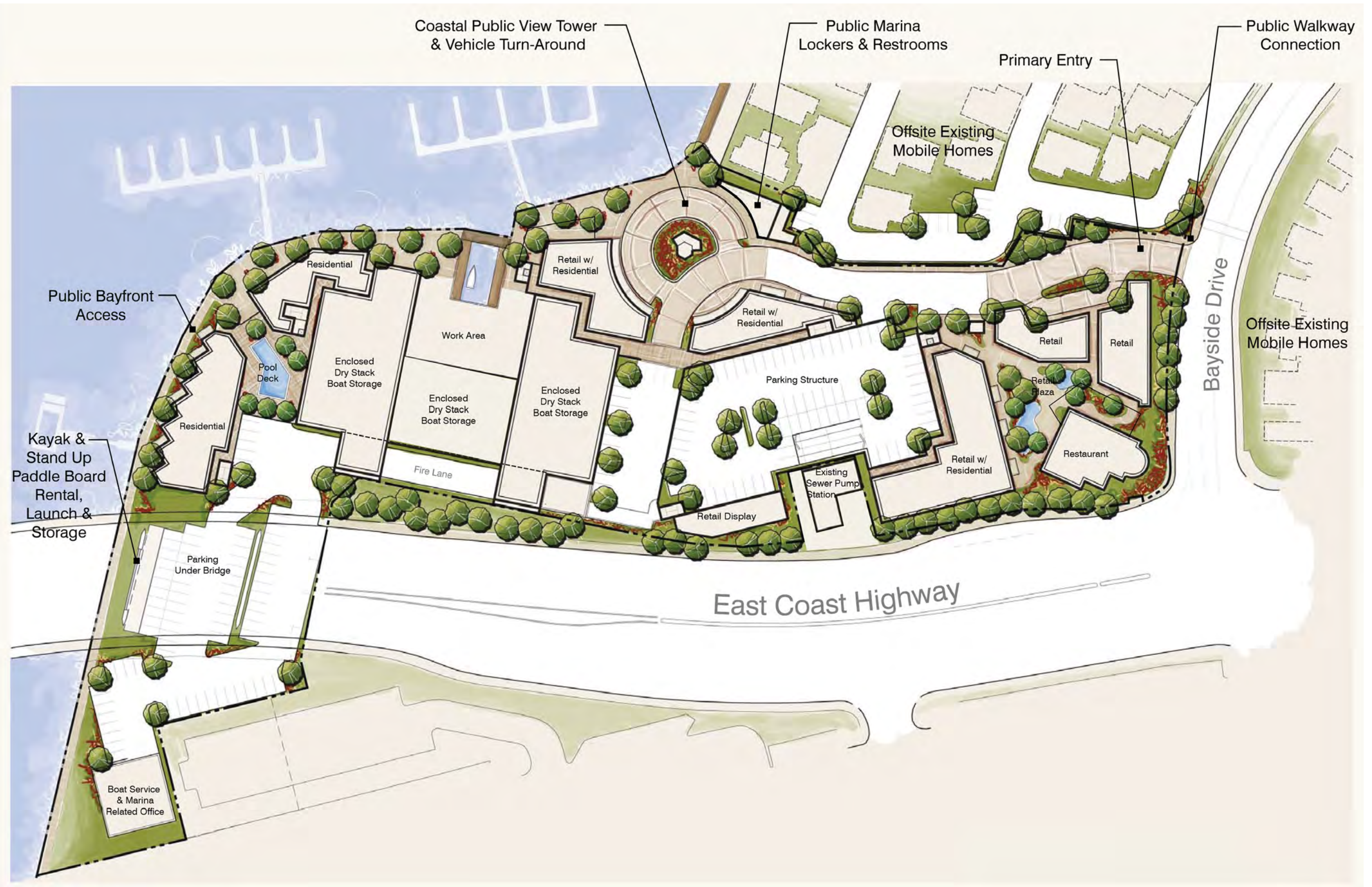
(1) Setbacks

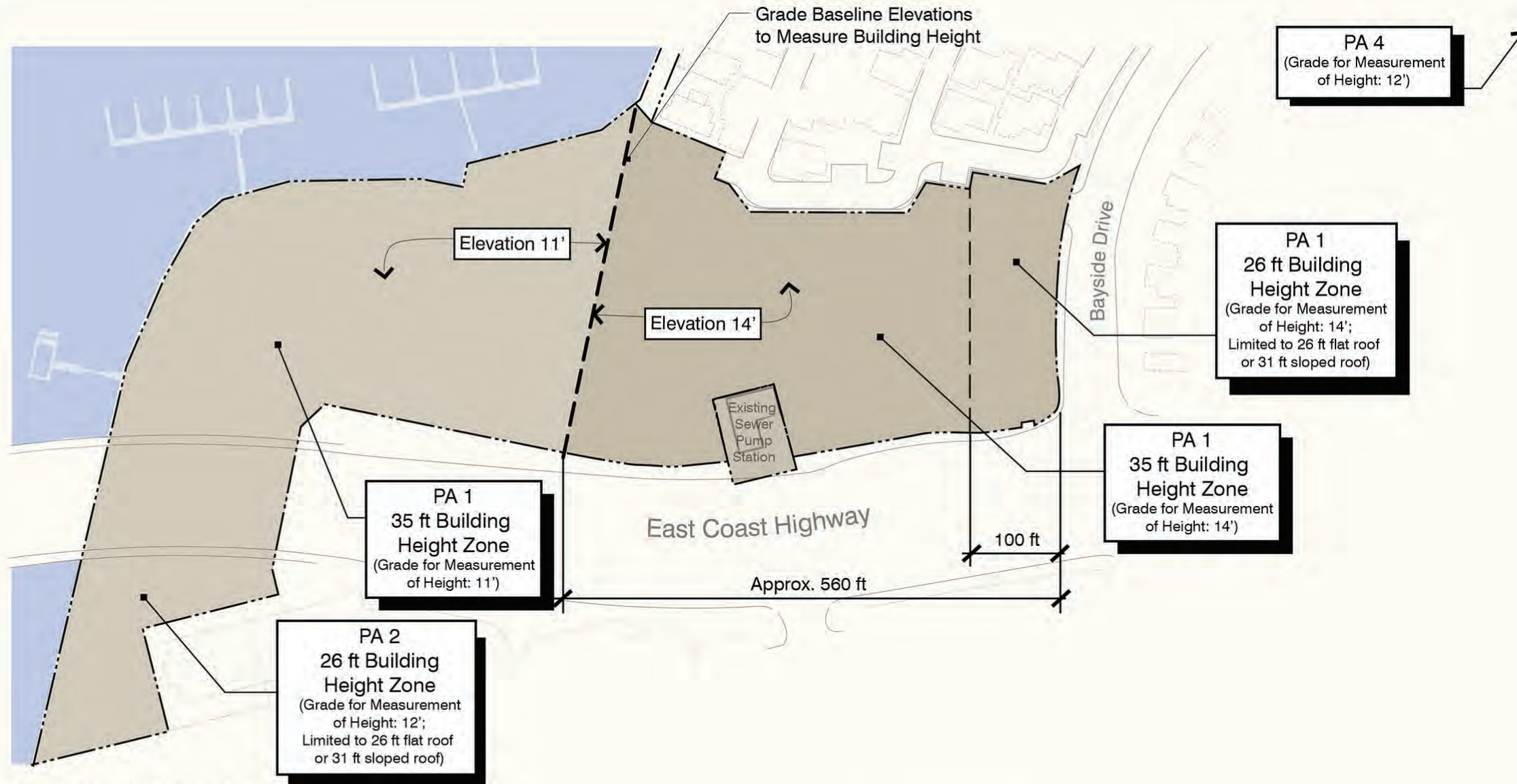
The PCDP establishes minimum building setbacks for future development on-site, including street setbacks from East Coast Highway, the Coast Highway-Newport Bay Bridge, and Bayside Drive; perimeter setbacks for residential and non-residential uses; bayfront setbacks for portions of the site with and without bulkheads; and setback encroachments for fences, walls, and hedges, architectural features, bayfront promenade, and other encroachments.

(2) Building Heights

The maximum allowable building height would be 35 feet for structures with flat roofs and 40 feet for structures with sloped roofs (minimum 3:12 pitch), except as follows:

- a. As illustrated in **Figure 2-7, Building Heights**, 100 feet from back of curb along Bayside Drive within the eastern portion of Planning Area 1, the maximum allowable building height would not exceed 26 feet for flat roofs and 31 feet for sloped roofs.

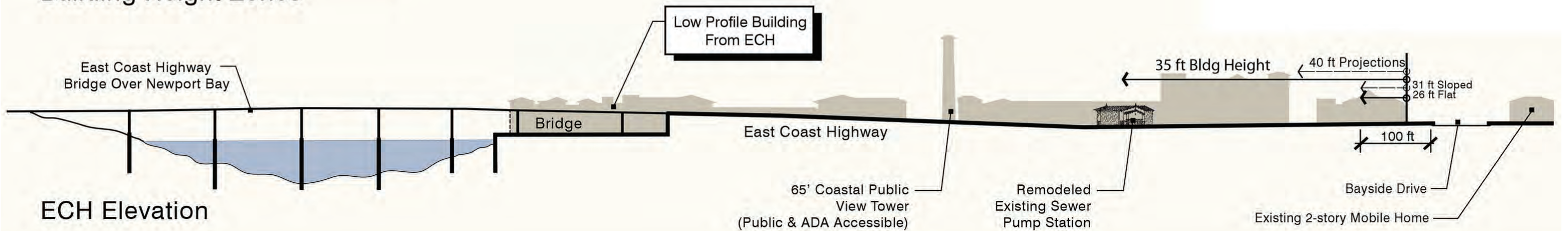




East Coast Highway is approximately 22 feet above the Back Bay Landing development site limiting the development's impact on views from East Coast Highway.

There are three finished grade baseline elevations indicated on the exhibit from which the building heights are measured: 11, 12, or 14 feet.

Building Height Zones



ECH Elevation

- a. Within Planning Area 1, a single coastal public view tower, or similar structure, that includes public access to a functioning public viewing platform would be developed at a maximum height of 65 feet.
- b. Within Planning Area 1, maximum allowable height for any parking structure would not exceed 30 feet for flat roofs and 35 feet for sloped roofs.
- c. Maximum allowable building height within Planning Area 2 would not exceed 26 feet for flat roofs and 31 feet for sloped roofs.
- d. Within Planning Area 4, maximum allowable building height would not exceed 20 feet for flat roofs and 25 feet for sloped roofs.
- e. All other exceptions to height would be regulated pursuant to Section 20.30.060.D of the Newport Beach Municipal Code.

It should be noted that the grade elevation for the purposes of measuring building height would be measured from the established baseline elevation of either 11 feet or 14 feet (per the NAVD 88 vertical datum) above mean sea level within Planning Area 1, as illustrated in Figure 2-6. Within Planning Areas 2 and 4, building height would be measured from the established baseline elevation of 12 feet (per NAVD 88) above mean sea level.

(3) Residential Units

Development standards for residential units within a future mixed-use development on-site include requirements for common and private open space, a ground-floor non-residential only requirement for 50 percent of units, sound reduction requirements, and buffering and screening requirements. The PCDP's residential development standards are further discussed below.

(a) Open Space

(i) Common Open Space

A minimum of 75 square feet per dwelling would be provided for common open space (e.g., pool, patio, decking, and barbecue areas, common meeting rooms, etc.), and the minimum dimension (length and width) would be 15 feet. The common open space areas would be separated from non-residential uses on the site and would be sited and designed to limit intrusion by non-residents and customers of non-residential uses. However, sharing of common open space may be allowed, subject to Site Development Review, when it is clear that the open space will provide a direct benefit to project residents. Common open space uses may be provided on rooftops for use only by project residents.

(ii) Private Open Space

Five percent of the gross floor area for each unit would be provided as private open space, with the minimum dimension (length and width) being six feet. The private open space would be designed and located to be used by individual units (e.g., patios, balconies, etc.).

(b) Non-Residential Use Required On Ground Floor of Mixed-Use Structures

All ground floor frontage of a mixed-use structure would be occupied by retail and other compatible non-residential uses, with the exception of common/shared building entrances for residences on upper floors.

(c) Sound Mitigation

An acoustical analysis report, prepared by an acoustical engineer and describing the acoustical design features of the structure that will satisfy the exterior and interior noise standards, is required to be submitted to the City during future Site Development Review. The residential units must be attenuated in compliance with the report's recommendations.

(d) Buffering and Screening

Buffering and screening would be provided in compliance with Section 20.30.020, *Buffering and Screening*, of the Newport Beach Municipal Code. Mixed-use projects must locate loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from the residential portion of the development to the greatest extent feasible.

(4) Parking**(a) Parking Requirements**

Parking supply requirements for the range of proposed allowable land uses are summarized below in **Table 2-3, *Parking Requirements***. The conceptual parking plan for the future development of the site is illustrated below in **Figure 2-8, *Parking Plan***.

(b) Parking Management

Off-street parking requirements provided in Table 2-3 above may be reduced with the approval of a Conditional Use Permit based upon complimentary peak hour parking demand of uses within the future development. The Planning Commission may grant a joint-use of parking spaces between uses that result in a reduction in the total number of required parking spaces in compliance with the following conditions:

- a. The most remote space is located within a convenient distance to the use it is intended to serve.
- b. The probable long-term occupancy of the structures, based on their design, will not generate additional parking demand.
- c. The applicant has provided sufficient data, including a parking study if required by the Community Development Director, to indicate that there is no conflict in peak parking demand for the uses proposing to make joint-use of parking facilities.
- d. The property owners, if more than one, involved in the joint-use of parking facilities would record a parking agreement approved by the Community Development Director and City Attorney. The agreement would be recorded with the County Recorder, and a copy would be filed with the Planning Department.

Table 2-3

Parking Requirements

Land Use	Parking Ratio
Boat Rentals and Sales	As established per MUP
Eating and Drinking Establishment Take-Out Service, Limited	1 space per 30 to 50 SF of Net Public Area ^a 1 space per 250 square feet
Marina Support Facilities	0.5 spaces per 1,000 SF
Marina Wet Slips	0.6 spaces per slip
Marine Services	
Enclosed Dry Stack Boat Storage	0.33 spaces per slip
Entertainment and Excursion Services	1 per each 3 passengers and crew members or as required by MUP
Other	As established per MUP
Office	1 space per 250 square feet
Medical Office	1 space per 200 square feet
Residential Units (Attached)	2 spaces per unit, plus 0.5 resident guest spaces per unit
Retail Sales	1 space per 250 square feet ^b
Other	Per Newport Beach Municipal Code

^a Including outdoor dining, but excluding first 25% or 1,000 SF of outdoor dining per restaurant, whichever is less.

^b Kiosks for retail sales are not included in the calculation of parking.

Source: Bayside Village Marina, LLC, 2012

- e. A parking management plan would be prepared to address potential impacts associated with a reduction in the number of required parking spaces.

(c) Access, Location, and Improvements

Parking space and lot dimensions, as well as other parking lot improvements, must be in compliance with the Development Standards for Parking Areas Section of the Newport Beach Municipal Code.

(5) Landscaping

A detailed landscape and irrigation plan prepared by a licensed landscape architect will be required for future development on-site and submitted as part of a future Site Development Review application. All landscaping must comply with the applicable landscaping requirements specified in the Newport Beach Municipal Code, including the Landscaping Standards and Water-Efficient Landscaping Sections. In addition, vegetated landscaped areas would only consist of native plants or non-native drought tolerant plants that are classified as non-invasive. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, or as may be identified from time to time by the State of California, would be planted or allowed to naturalize or persist on the site. Further, no plant species listed as a “noxious weed” by the State of California or the U.S. Federal Government would be utilized within the property. All plants would be low-water-use plants as identified by California Department of Water Resources.

(6) Seawalls/Bulkheads

As shown on **Figure 2-9, Seawall/Bulkhead Cross-Section**, a new bayfront seawall/bulkhead would be constructed along the bayfront to protect existing coastal-dependent uses (e.g., marina parking, floating fish market, SUP and kayak rentals) and future coastal-dependent development (e.g., public bayfront promenade, dry stack boat storage, SUP and kayak rentals), subject to the following requirements per the PCDP:

- a. In Planning Area 1, any new bulkhead structure must not extend bayward beyond the Highest High Water contour elevation of 7.86 feet relative to the mean lower low water (MLLW) elevation (0.0 feet), or 7.48 feet relative to the North American Vertical Datum of 1988 (NAVD 88), in order to preserve the shoreline profile. Also refer to applicable General Requirements below.
- b. In Planning Area 2, any new bulkhead structure must not extend bayward beyond the 10-foot contour elevation (per NAVD 88) in order to preserve the shoreline profile.
- c. In Planning Area 3, the maintenance, repair, and replacement of the existing bulkhead wall would be permitted to protect existing development.
- d. No bulkheads would be permitted within Planning Areas 4 and 5.
- e. General Requirements
 - The minimum top of bulkhead elevation is 10 feet above MLLW, consistent with City of Newport Beach standards for sea level rise preparedness.
 - Seawalls, bulkheads, revetments and other such construction that alters the existing shoreline processes would be permitted when required to serve coastal-dependent uses or to protect existing principal structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. In addition, such improvements would only be permitted when found consistent with applicable sections of the Coastal Act and City's Coastal Land Use Plan policies.
 - Bulkheads will be designed to facilitate horizontal access (public walkway) and vertical access to the shoreline.

The proposed project consists of legislative approvals and administrative LLA and TIA approvals only; there is no specific development project proposal, and at present, no specific locations or design for seawalls or bulkheads (though a conceptual bulkhead/seawall design is provided above in Figure 2-9). Such infrastructure is analyzed at a general level of detail in this Draft EIR based on the potential for such infrastructure and not on any detailed plans.

(7) Diking, Filling, and Dredging

The diking, filling, or dredging of open coastal waters, wetlands and estuaries, if necessary, would only be permitted in accordance with applicable provisions of the California Coastal Act, the City of Newport Beach Coastal Land Use Plan policies, Rivers and Harbors Act Section 10, Clean Water Act Section 404 and the Marine Protection, Research, and Sanctuaries Act Section 103, to the extent applicable. It is possible that dredging activities will be needed to establish a launching facility for the dry stack boat storage structure, but specific project-level design details have not been determined at this time. While future development is

Upper
Newport
Back Bay

Bayside Village
Mobile Home Park

Newport Dunes
Waterfront Resort
& Marina

Bayside Drive

East Coast Highway

Lockers

Res

Retail
w/ Res

Res

Enclosed Dry Stack
Boat Storage

Parking Structure

Retail
w/ Res

Retail

Retail

Retail
w/ Res

Rest.

Legend

 Parking Areas

Boat Service & Marina
Related Office



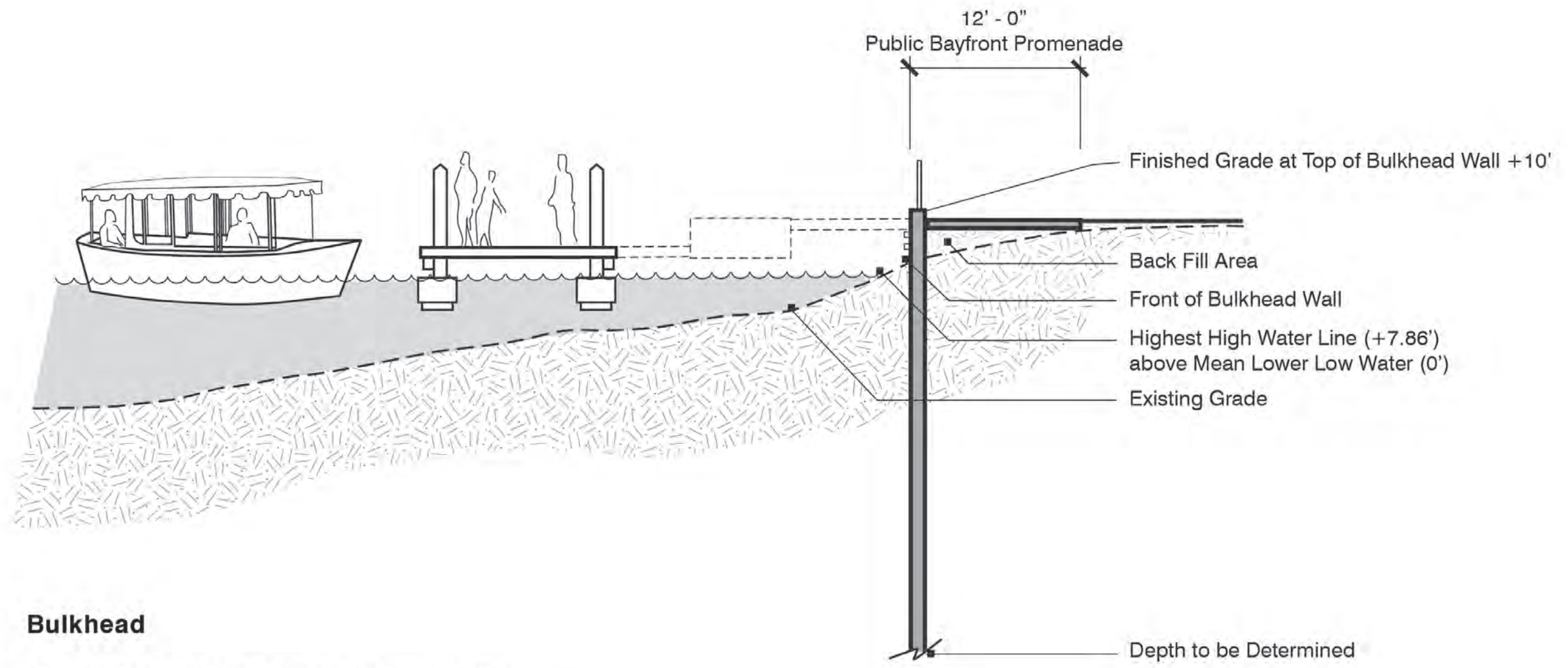
Parking Plan

Back Bay Landing

Source: Linscott, Law & Greenspan, Engineers, 2012.

FIGURE

2-8



Bulkhead

The project bulkhead may be built to the Highest High Water elevation of 7.86' relative to Mean Lower Low Water (0.0') or 7.48'/NAVD 88 to preserve the natural profile along the shoreline adjacent to the County Tidelands, subject to consistency findings in the Coastal Act and City of Newport Beach Coastal Land Use Policies.

addressed in this EIR to the extent possible based on available information, the need for any diking, filling or dredging is unknown at this time.

(8) Bayfront Promenade/Trail

A 12-foot-wide public bayfront promenade would be constructed along the length of the seawall/bulkhead starting at the project site boundary with the Bayside Village Mobile Home Park and continuing along the project entrance to Bayside Drive, as illustrated in **Figure 2-10, Public Spaces**, **Figure 2-11, Coastal Access and Regional Trail Connections**, and **Figure 2-12, Public Bayfront Access and Trails**. The public bayfront promenade would comply with the following requirements:

1. An easement for public access shall be provided to the City along the entire length of the proposed public bayfront promenade.
2. The public bayfront promenade shall be accessible to pedestrians and bicyclists, and shall extend along the waterfront under the Coast Highway-Newport Bay Bridge and shall connect to an existing trail system on the south side of East Coast Highway.
3. The bayfront promenade shall interface with restaurants and outdoor dining areas, the coastal public view tower, the enclosed dry stack boat storage, residential and marine boat service areas to the maximum extent feasible. Amenities such as seating, trash enclosures, lighting, and other pedestrian-oriented improvements shall be provided along its length where appropriate, provided a 12-foot-wide clear path is maintained.
4. Bayside Drive shall be improved on both sides with a new Class 2 (on-street) bike lane up to Bayside Way and a new Class 3 (shared-use) bikeway east of Bayside Way. A Class 1 (off-street) bikeway and pedestrian trail will also be provided on the east side of Bayside Drive and originates at the Bayside Drive / East Coast Highway intersection and runs northerly to the terminus of Bayside Drive, as shown in Figures 2-11 and 2-12, to accommodate both cyclists and pedestrians. This improvement shall serve as an enhanced link between the new public bayfront promenade and the existing City and County trail systems and the Newport Dunes recreation area.
5. Trails shall be located and designed consistent with Coastal Land Use Plan (CLUP) Policy 3.1.1-1 and the Coastal Act, with appropriate routing to protect the privacy of existing Bayside Village Mobile Home Park residents, consistent with Public Resources Code section 30214 (the California Coastal Act).

(9) Vehicular Circulation

The existing vehicular and pedestrian access points at the site would be relocated from their current locations on Bayside Drive to a point approximately 200 feet north of the East Coast Highway intersection, as shown in **Figure 2-13, Vehicular Access Plan**, and **Figure 2-14, Proposed Circulation and Parking**. This new project driveway located approximately 45 feet north of its present location would service both inbound and outbound movements, as well as improve the existing driveway connection further into the site. Any guest parking that is displaced in the adjacent mobile home park complex as a result of this new driveway alignment would be replaced within the mobile home park complex or within Planning Area 4 on the east side of Bayside Village Mobile Home Park. Intersection improvements at Bayside Drive would maintain the existing left-turn lane, add a shared left-turn/through lane, and add an exclusive right-turn lane on the

southbound approach of the signalized intersection with East Coast Highway. These improvements would necessitate dedication of additional right-of-way by the project applicant on the west side of Bayside Drive, and widening of Bayside Drive to accommodate the new lane configuration, bike lanes, and sidewalk (refer to Figure 2-13). Project access enhancements would include an exclusive left-turn lane on the northbound approach of the Bayside Drive and project driveway intersection. Primary circulation within the development would accommodate adequate fire truck turn-around radii. Emergency vehicle access to and from Bayside Village Mobile Home Park to the site would also be provided as illustrated in Figure 2-14. An alternative circulation improvement may be constructed, subject to the review and approval of the City's Public Works Department, State Department of Transportation, Orange County Transportation Authority (OCTA), and the Orange County Sanitation District (OCSD) which would add an exclusive right-turn lane along westbound East Coast Highway, as shown in Figure 2-13. This connection would be located approximately 430 feet west of the Bayside Drive intersection with East Coast Highway, and would allow for inbound right-turn movements only. Outbound movements at this connection point would be prohibited.

(10) Lighting

A detailed lighting plan would be submitted with the Site Development Review application for a future on-site development. All outdoor lighting would comply with the Outdoor Lighting Section of the NBMC (Section 20.30.070).

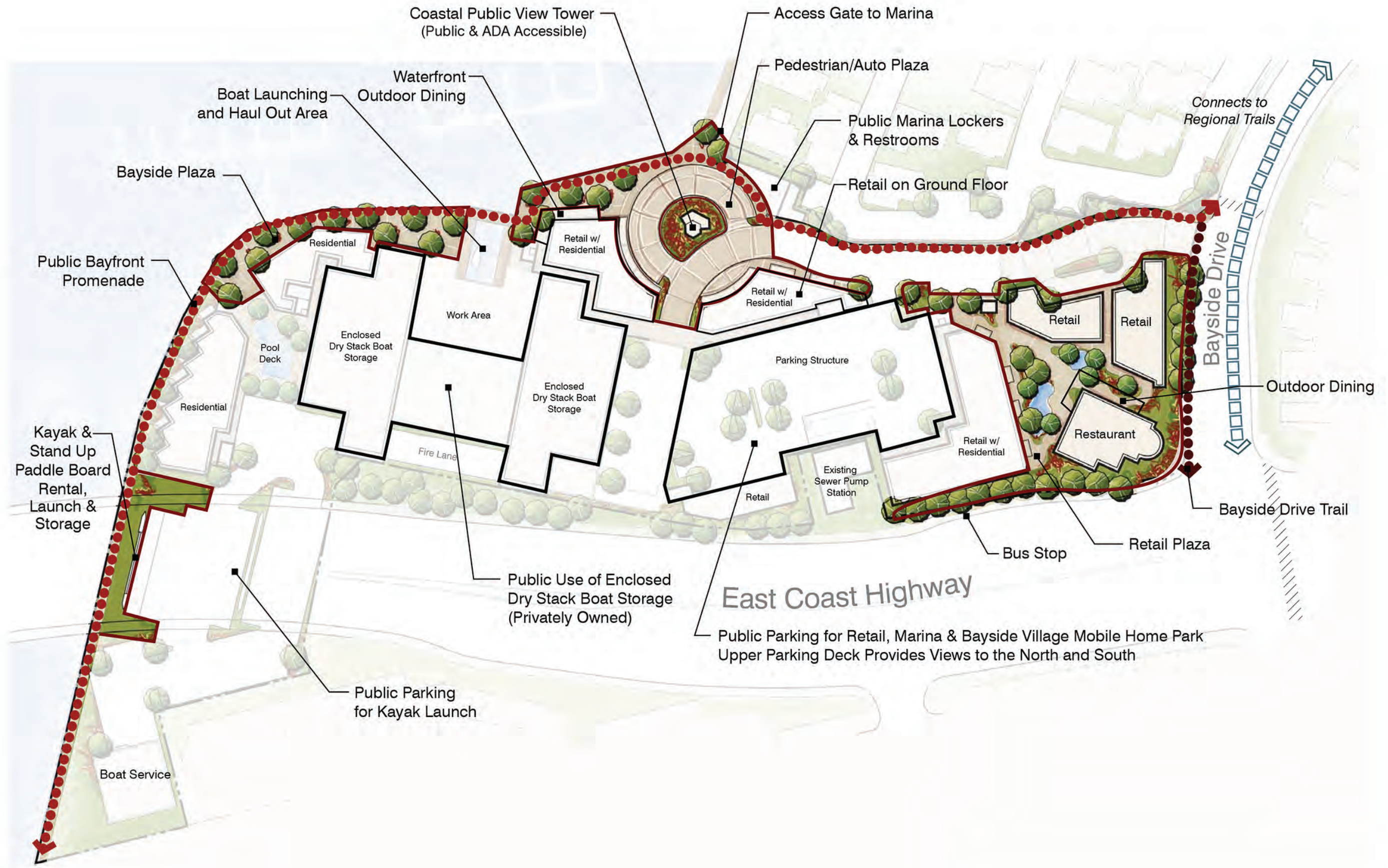
(11) Signs

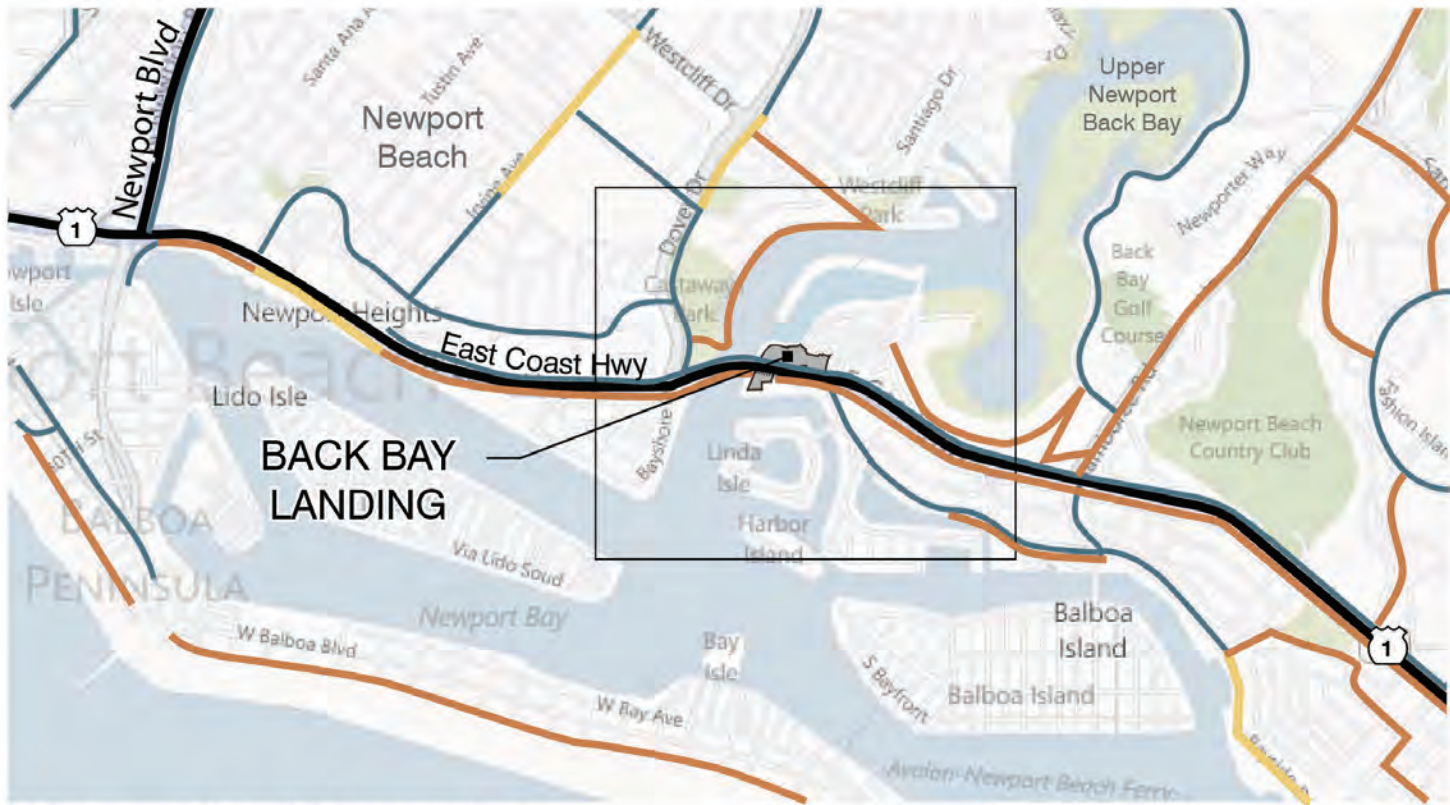
A comprehensive sign program would be submitted with the Site Development Review application for a future development project. All signage would comply with the Sign Standards Section of the Newport Beach Municipal Code, with the following exceptions:

- a. Temporary signs that are visible from public right-of-ways and identify new construction or remodeling may be displayed for the duration of the construction period beyond the 60-day limit. Signs mounted on construction fences are allowed during construction and may be rigid or fabric.
- b. Directional signs oriented to vehicular or pedestrian traffic within internal drives or walkways, such as electronic display signs, kiosk signs, internal banners, and three-dimensional sculptural advertising associated with individual businesses are allowed, or similar, and are not regulated as to size, content, or color; however, signs shall require permits and shall be subject to the review of the City Traffic Engineer to ensure adequate sight distance in accordance with the provisions of the Municipal Code.

(12) Utilities

Existing and proposed water and sewer locations are shown in **Figure 2-15, Utilities Plan**, while existing and proposed storm drain locations are shown on **Figure 2-16, Drainage Plan**. Future site development would require the relocation of an existing 30-inch water pipeline that bisects Planning Area 1 with a generally east-west orientation as shown in Figure 2-15. As also illustrated in Figure 2-15, the relocated pipeline would be constructed along one of two proposed alignments. Pipeline alignment Alternative 1 would connect to an existing 30-inch pipeline located under East Coast Highway east of the project site and run westward down the East Coast Highway right-of-way and then turn northwesterly near the western end of the project site and connect to an existing 24-inch pipeline near the northwestern boundary of Planning Area 1. Pipeline alignment Alternative 2 would connect to the existing 30-inch pipeline under Bayside Drive just





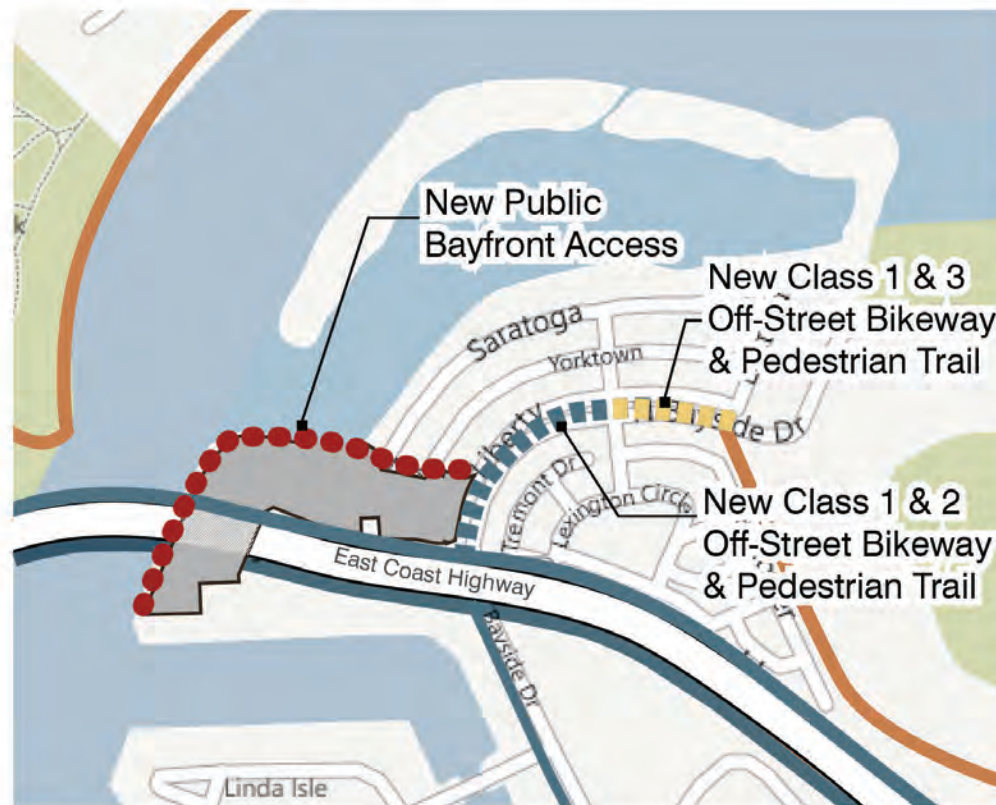
1. Regional Trail Connections



3. Current Lack of Trail Connection

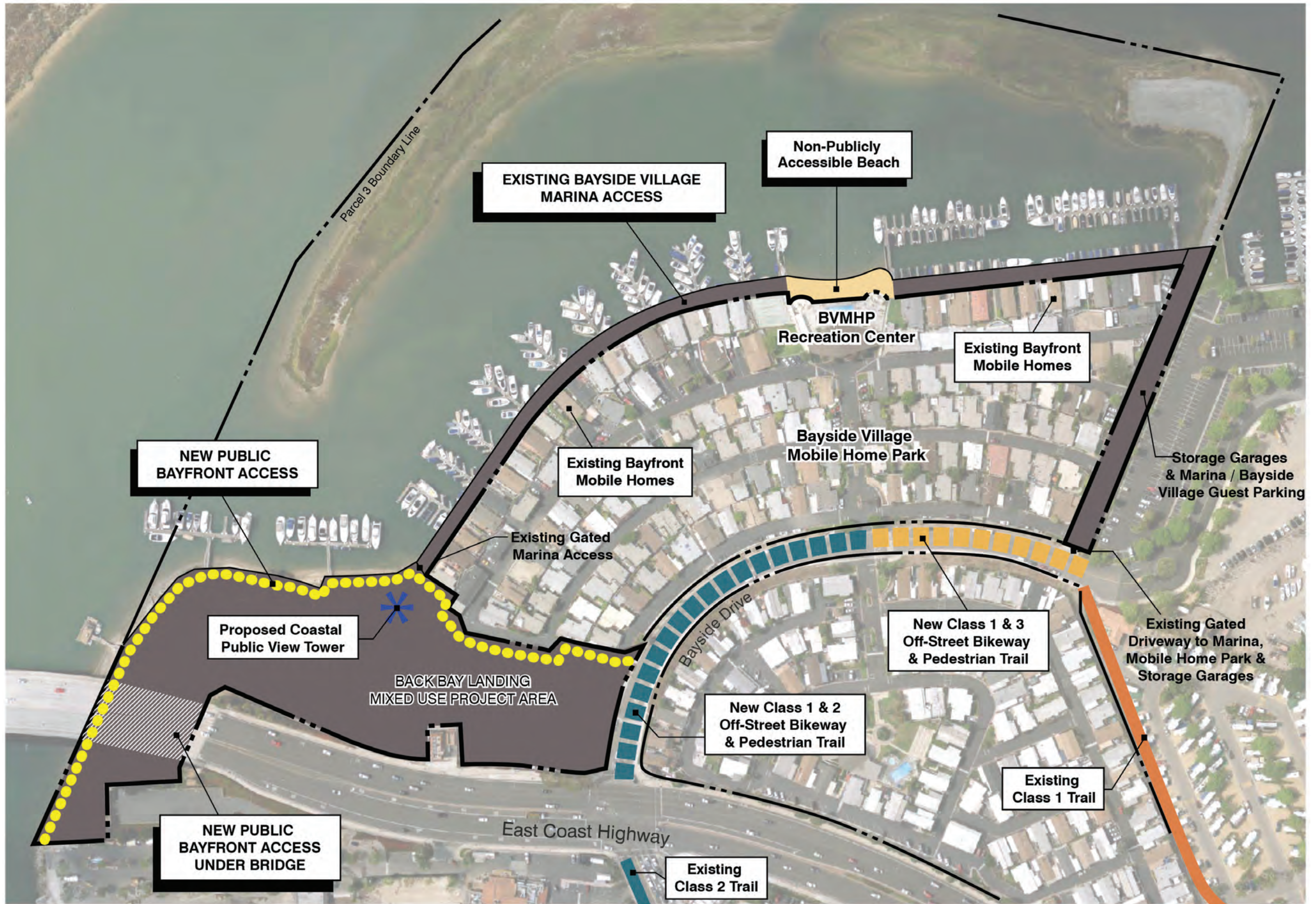


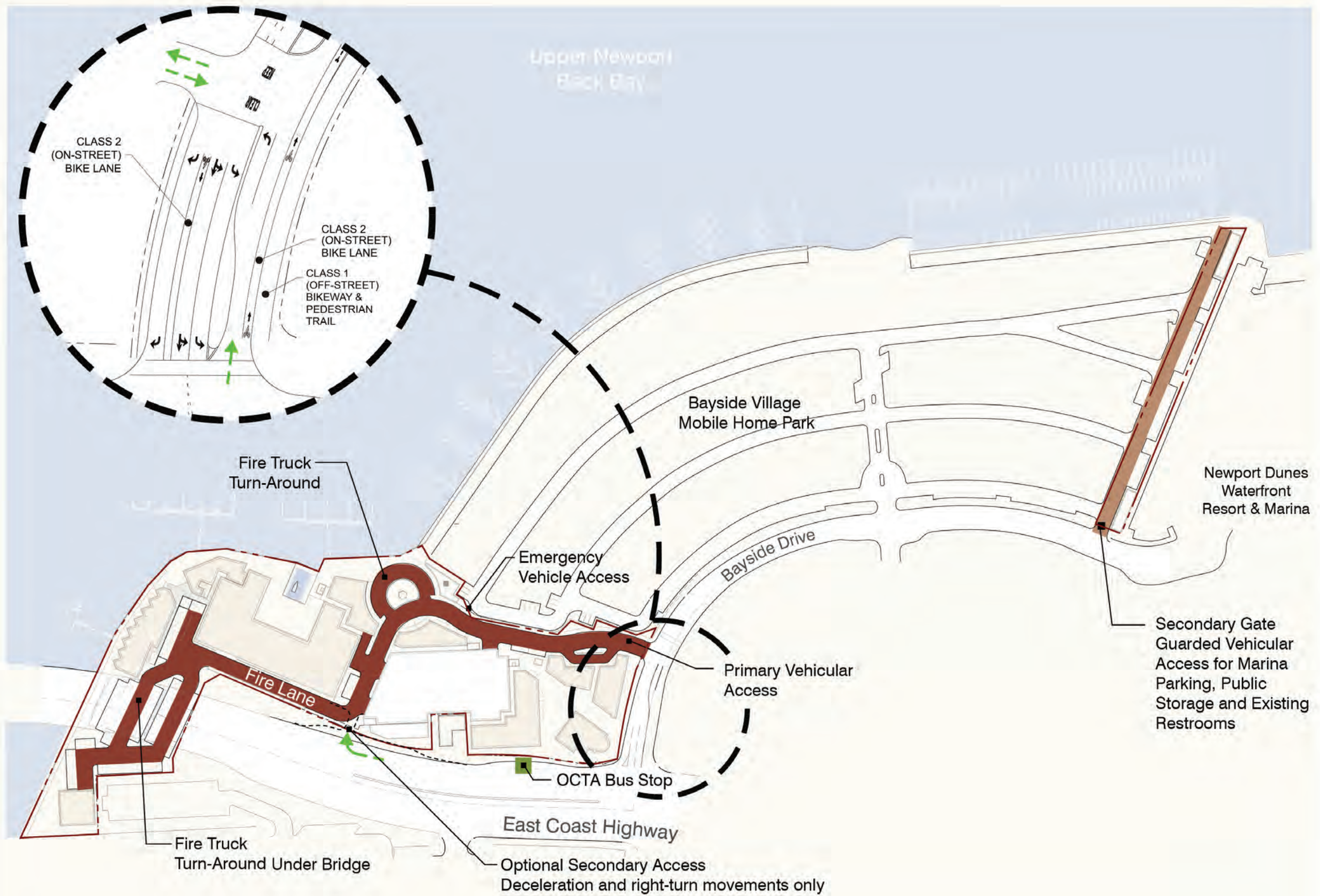
2. Proposed Coastal Access

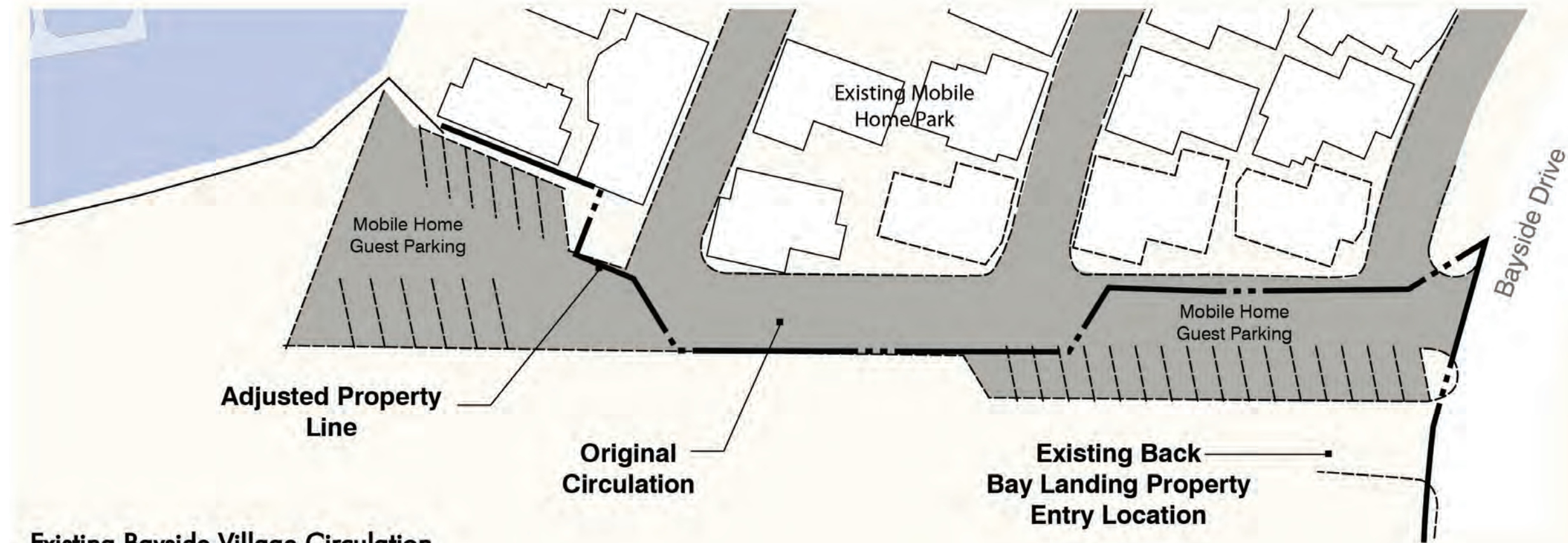


4. Critical Trail Connections

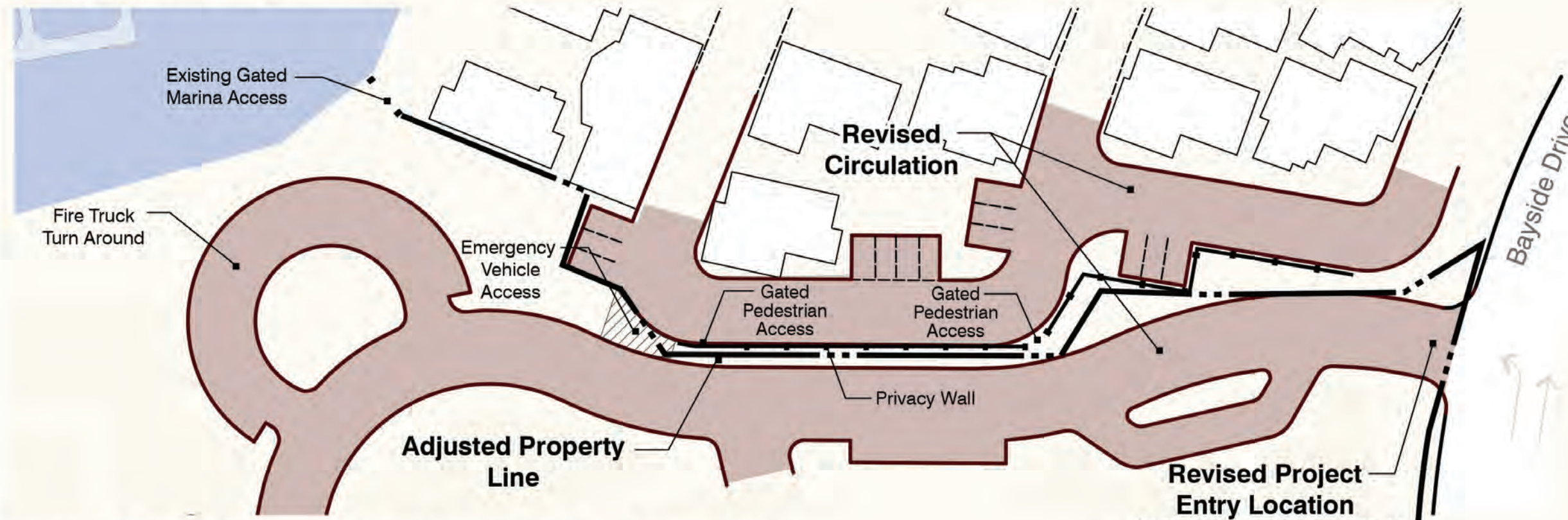






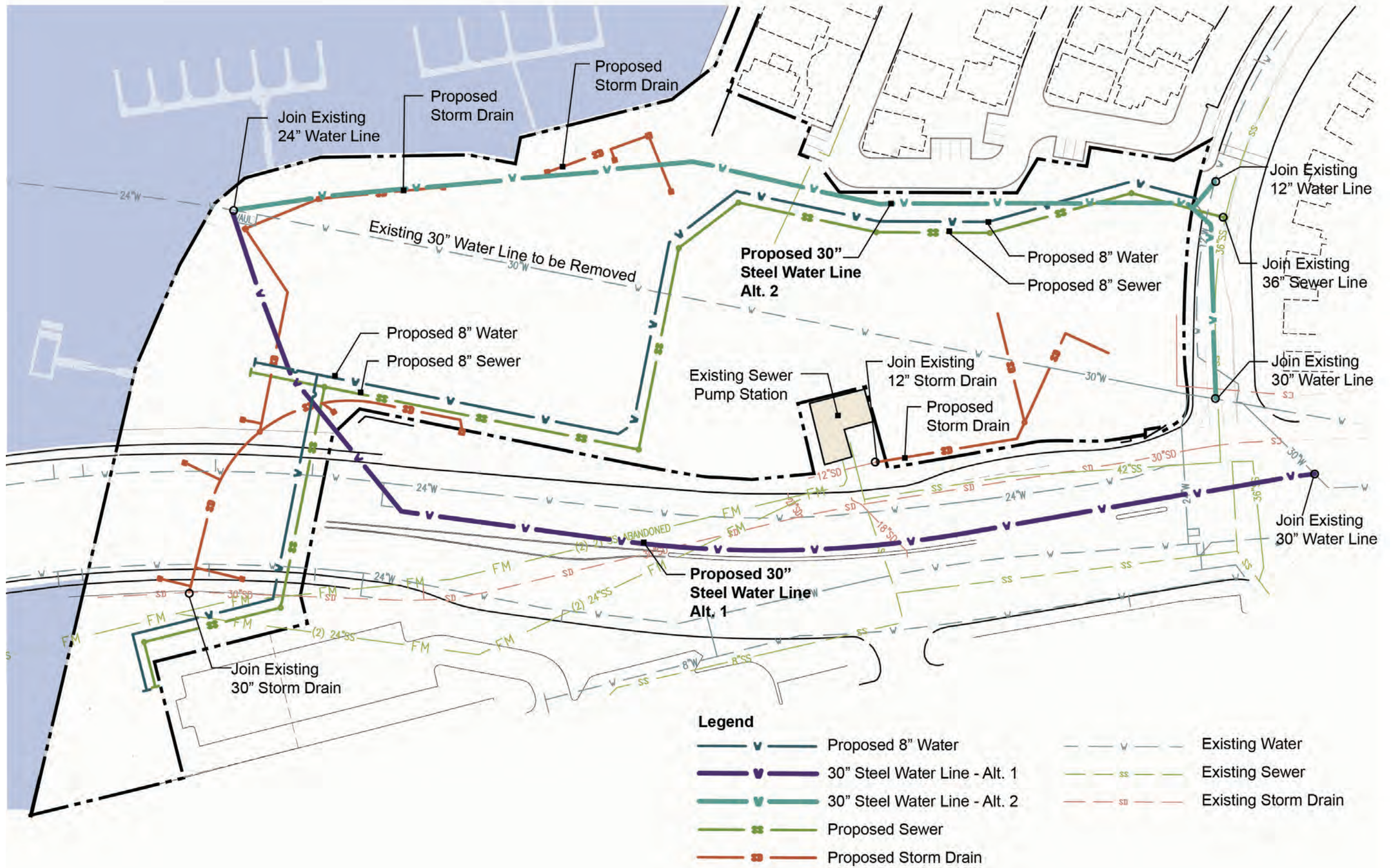


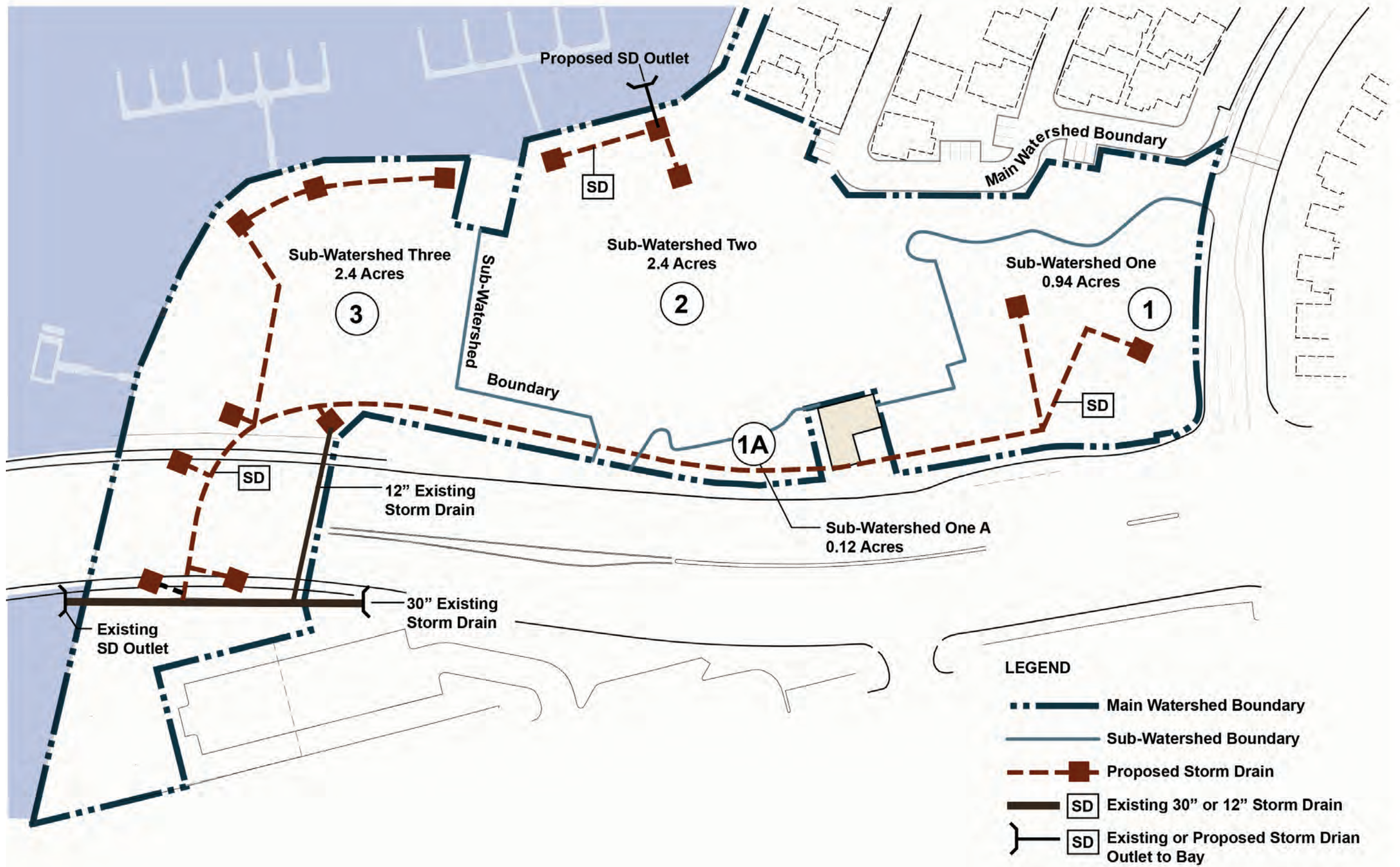
Existing Bayside Village Circulation



Proposed Bayside Village and Back Bay Landing Auto Circulation

Revised Project Entry Location
(Moved approximately 45 ft north of existing entry)





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north of East Coast Highway and run north along the Bayside Drive right-of-way and then turn westerly along the proposed project site access driveway and across the project site to the connection point with the existing 24-inch pipeline at near the northwest boundary of Planning Area 1. A Final Utilities Plan would be submitted with the Site Development review application for a future development project on-site. The final alignment and location of utilities would require review and approval by the City's Public Works Department. Adequate access for maintenance vehicles would also be provided, and a 30-foot-wide accessible easement would be required for the relocated water transmission line. Buildings would maintain a minimum distance of 15 feet from the water line, unless otherwise approved by the City's Public Works Department.

(13) Sustainability Features

Future development on-site would be designed as a sustainable community which will allow residents, tenants and visitors to enjoy a high quality of life while minimizing their impact on the environment. A wide range of project design features would be incorporated into future development on-site that promote water and energy efficiency, indoor environmental quality, air and water quality, and waste reduction. The proposed project's sustainability features are discussed in greater detail below under Project Design Features.

(14) Public Improvements

A public improvements plan would be submitted with the Site Development Review application for a future on-site development that specifies the public improvements to be constructed in conjunction with the development of the site and phasing of such improvements. At minimum, the plan would discuss and illustrate utility improvements, the bayfront promenade, street and bikeway improvements on Bayside Drive, and façade improvements to the adjacent off-site OCSD pump station facility.

c. Design Guidelines

The Back Bay Landing Design Guidelines are intended to express the desired character of the future mixed-use bayfront village. These guidelines will set parameters for future design efforts and help achieve overall consistency and quality of architectural design and landscape features in the completed future development project. They are structured to allow the City flexibility in review of future project submittals and subsequent approvals. All future development within the project site must be in conformance with the PCDP's Design Guidelines. The purposes of the Design Guidelines are:

- To provide the City of Newport Beach, the California Coastal Commission, and future residents and visitors with the necessary assurances that, when completed, the completed development will be built in accordance with the design character proposed herein;
- To provide guidance to developers, builders, engineers, architects, landscape architects and other professionals in order to maintain the desired design character and appearance of the project, as well as expand upon these concepts in order to maximize the success of the development consistent with market needs, aesthetic satisfaction, and community goals;
- To provide guidance to the City Staff, Planning Commission, City Council members and the California Coastal Commission in the review of future development submissions; and

- To encourage building plans that allow flexibility for innovative and creative design solutions that respond to contemporary market trends.

Specifically, the PCDP's Design Guidelines address architectural theme, site planning, building massing, façade treatments, public views, parking and parking structure, public spaces, landscaping, hardscaping, and signs.

6. PROJECT DESIGN FEATURES

a. Architectural Design Features

A future development project on-site would be designed with a Coastal Mediterranean architectural theme per the project PCDP. This architectural theme is influenced by the climate of the countries it comes from, emulating palettes of the landscape and architecture in the North Mediterranean Sea. Thick and textured walls, bull-nose borders, terracotta colors with rustic metal and stone details produce the style that has been adopted worldwide. The style is marked by the use of smooth plaster, low-pitched clay tile, and cast concrete or stone ornaments. Other characteristics typically include small porches or balconies, arcades, wood casement windows, canvas awnings, and decorative iron trim. The intent is not to select a historically specific or rigid architectural style for the project, but to help shape the character of the area and reflect its setting within the City.

The project would be configured as a village, which would accommodate marine-oriented and visitor-serving retail, restaurants, enclosed dry stack boat storage, residential units, public space, and a coastal public view tower. The "village look" may be expressed through several techniques. Visual interest would be created by multiple one-, two-, and three-level buildings, with varied roof heights and planes. Light and shadows would be created through the use of trellises, decks, and canopies. The planes of the buildings could include recesses and vertical elements to create the village feeling. Varied roof heights would communicate the break-up of architectural forms. The parking structure would be designed to add to the public and visitor-serving retail experience and would be easily accessible. The project's architectural style, with the recommended use of stone, tile, and glass materials, would blend in color and form with existing facilities within Newport Beach and the nearby Mariner's Mile, as well as provide a high standard of quality for future neighboring development. Sample imagery to illustrate the potential design theme is provided in **Figure 2-17, Architectural Theme**, below.

b. Sustainability Features

As noted above under Development Standards, the project PCDP incorporates a number of design features that are intended to improve the overall sustainability of future development on-site. A Sustainability Plan that addresses topics such as water and energy efficiency, indoor environmental quality and waste reduction would be submitted with a future Site Development Review application. Sustainable programming would be used to maximize efficiency by conserving water, minimizing construction impacts, minimizing energy use and reducing construction and post-construction waste. Drought-tolerant landscaping would be utilized in public areas and reclaimed water use (if available) on-site or off-site will further reduce water demand. Appropriate Best Management Practices (BMPs) would be incorporated into landscape design. Energy reduction, recycling, and the smart use of existing resources would be implemented. Future development would incorporate a walkable community design to promote walking and bicycling, and thus reduce reliance on automotive transport. The development would include Low Impact Development (LID) features for



East Coast Highway and Bayside Drive



Coastal Public View Tower



Public Bayfront Promenade



Visitor-Serving Commercial



View from Bridge along East Coast Highway

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storm water quality improvement where none exist today. Potential LID features may include storm water planters, permeable pavement and proprietary bioretention systems. Through the development of a project-specific Water Quality Management Plan (WQMP) at the time a specific development project is proposed, the appropriate site design, source control, and LID control features would be implemented to improve water quality in Newport Bay.

7. PROJECT OBJECTIVES

Implementation of the Back Bay Landing project is intended to carry out the goals and policies contained in the Newport Beach General Plan, in an orderly and attractive manner. Therefore, development within the project area would be consistent with applicable provisions of the City's General Plan. The objectives of the proposed project include the following:

- Provide a high quality mixed-use, marine-related, visitor-serving commercial development with integrated residential units and a unified architectural and landscape theme.
- Implement the MU-H1 (Mixed-Use Horizontal 1) General Plan and MU-H (Mixed-Use Horizontal) Coastal Land Use Plan categories on an underutilized bayfront location in a manner that provides for a horizontally distributed mix of uses, which includes general or neighborhood commercial, offices, multi-family residential, visitor-serving and marine-related uses, as well as buildings that vertically integrate residential with non-residential uses, adjacent to Coast Highway, and on a bayfront location.
- Maintain and expand core coastal dependent and coastal-related land uses, including continuation and expansion of existing marina parking, and the development of significant new enclosed bayfront dry stack boat storage and launching facility.
- Provide new housing opportunities in response to the continued demand for housing, reduce vehicle trips and encourage active lifestyles by increasing the opportunity for residents to live in proximity to jobs, services, coastal recreation and entertainment.
- Protect and enhance significant visual resources from City-designated Coastal View Points and Coastal View Roads, [such as Coast Highway, Castaways Park, and Coast Highway-Bay Bridge, to the bay and the cliffs of upper Newport Beach] through view corridors designed into the project. Create new public view opportunities on-site.
- Expand bayfront public access to and along the bay where none exists at the present time, in a manner that protects environmental study areas (ESA) and/or environmentally sensitive habitat areas (ESHA) and does not adversely impact existing private residences adjacent to the site, consistent with Coastal Act section 30214. This new coastal access will be accomplished through a new 12-foot-wide bayfront walkway traversing Planning Areas 1 and 2 of the future project. This new, public bayfront promenade will link the public docks and marina property south of the Coast Highway-Bay Bridge, to the existing Newport Dunes pedestrian/bicycle trail off of Bayside Drive, and ultimately to the Newport Dunes recreational areas, as well as to an existing County Class 1 Regional Trail.

8. CONSTRUCTION SCHEDULE AND PHASING

The Back Bay Landing mixed-use development is anticipated to be developed in a single phase during an 18- to 24-month construction period. The integrated mixed-use and parking structure combined with the relatively small site necessitates construction in a single phase. The Back Bay Landing development will necessitate construction of a seawall/bulkhead but does not include reconstruction of the existing Bayside Village Marina.

The general conceptual sequence of construction activities is as follows, although certain activities will overlap thereby reducing the total duration of the project:

- Demolition – 1 month
- Excavation and De-watering – 2 months
- Infrastructure / Foundations – 6 months
- Vertical Construction – 15 months
- Final Landscaping – 3 months
- Bayside Drive Roadway Improvements and Trail – 4 months
- Reconfiguration of Bayside Village Mobile Home Park – 6 months

9. NECESSARY APPROVALS

The project applicant seeks the following discretionary and/or legislative approvals for the Back Bay Landing project at this time:

- CEQA clearance for the discretionary and legislative approvals
- Traffic Impact Analysis pursuant to City's Traffic Phasing Ordinance
- General Plan Amendment
- Coastal Land Use Plan Amendment
- PC-9 Amendment (Zone Change)
- Planned Community Development Plan
- Lot Line Adjustment

The proposed actions are all legislative approvals, and no approvals which would directly allow site development are proposed at this time. Future development in accordance with the legislative actions is also addressed in this EIR to the extent possible based on available information.

The project applicant will seek the following discretionary approvals for the Back Bay Landing project at a future date:

- Site Development Review (Future)
- Coastal Development Permit (Future)

- Harbor Permit (Future)
- Subdivision Map (Future – Optional)
- Section 10 Permit (Future – If required)
- Section 404 Permit (Future – If required)
- Section 401 Water Quality Certification (Future – If required)
- Section 1602 Streambed Alteration Agreement (Future – If required)

Resource agency permits such as the Section 10, 401, 404, and 1602 permits listed above may be necessary, depending on a specific development proposal, related to the dry stack storage launching area and the seawall/bulkhead. However, the specific permits necessary are not known at this time, and no approvals that would require such permits are being requested at this time.