

3. Project Description

3.1 PROJECT LOCATION

The City of Newport Beach is in the western part of Orange County in Southern California. The City is bordered by Huntington Beach to the northwest, Costa Mesa to the north, Irvine to the northeast, and unincorporated areas (Crystal Cove State Park) of Orange County to the southeast.

Figure 3-1, *Regional Location*, provides a visual of the regional access to the City from various freeways. Interstate 405 runs north to south across the southern California region and intersects State Route 73 (San Joaquin Hills Transportation Corridor) and State Route 55. State Route 55 also runs north to south and terminates in the City of Costa Mesa. State Route 73 runs along the northwestern boundary of the City limits and connects with Interstate 5 further south in Laguna Niguel. Highway 1, also known as East/West Coast Highway, runs near the southeastern boundary of Newport Beach.

The project site is located in Newport Center, which includes residential, hospitality, and high- and low-rise office buildings surrounding the Fashion Island regional mall. The site itself is approximately two acres (86,942 square feet) and is located at 850 San Clemente Drive in Newport Center (Assessor's Parcel Number 442-261-05). As shown in Figures 3-2, *Local Vicinity*, and 3-3, *Aerial Photograph*, the project site is generally bounded by Santa Cruz Drive to the east, Santa Barbara Drive to the west, San Joaquin Hills Road to the north, and San Clemente Drive to the south.

3.2 STATEMENT OF OBJECTIVES

The following Museum House project objectives will aid decision makers in their review of the project and associated environmental impacts:

1. To develop a fully amenitized residential community with state-of-the-art facilities within walking distance of employment opportunities, public facilities, and recreational and commercial amenities, thereby reducing vehicle trips and furthering local, regional, and State mobility objectives.
2. To provide additional housing that meets the City's growing population and housing needs.
3. To maximize the project's view opportunities of the visual resources of the City of Newport Beach, including the Pacific Ocean and Newport Harbor.
4. To implement Newport Beach General Plan Policy LU 6.14.4 by developing a residential project that would reinforce the original design concept for Newport Center by concentrating the greatest building mass and height in the northeastern section along San Joaquin Hills Road.

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5. To create a landmark structure with architectural features and materials that is compatible and complementary with the project's location.
6. To contribute significant property tax revenue to the City of Newport Beach.
7. To generate temporary employment in the construction industry.
8. To improve the job-housing balance in Newport Beach by providing new housing within a major employment center.
9. To maximize onsite open space and provide a variety of onsite outdoor open space amenities.

3.3 PROJECT CHARACTERISTICS

“Project,” as defined by the CEQA Guidelines, means “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700” (14 Cal. Code of Reg. 15378[a]).

3.3.1 Description of the Project

3.3.1.1 PROPOSED PLAN

As shown on Figures 3-4, *Proposed Site Plan*, and 3-5, *Proposed Building Elevation*, a 25-story condominium tower is proposed for the approximately two-acre site and would consist of 100 for-sale residential units and a two-level subterranean garage. The proposed site plan and development summary has slightly changed since the Initial Study (Appendix A) was released for public review in February 2016 (see Figure 4, *Proposed Site Plan*, in the Initial Study). Originally, the tower was proposed to be 26 stories and oriented along the eastern boundary with the lobby entrance facing west towards a motor court. The original plan also proposed 238 parking spaces. The revised site plan, shown on Figure 3-4, *Proposed Site Plan*, angles the tower diagonally so the lobby entrance faces the site's southern boundary and entry driveway along San Clemente Drive. Figure 3-5, *Proposed Building Elevation*, also shows the reduced building height. The site now also provides 250 parking spaces (12 additional guest spaces compared to the Initial Study's project description). All development specifications are detailed in Table 3-1, *Project Development Summary*.

The proposed project would include, but would not necessarily be limited to, approval of the following:

- **City of Newport Beach General Plan Amendment No. 2015-001.** To redesignate the project site from Private Institutions (PI) to Multiple Residential (RM) and to update Anomaly 49 to allow for 100 residential units.

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Table 3-1 Project Development Summary

Condominium Tower	
	Gross Building Area (SF)
Residential Building	391,158 SF
Two Level Underground Parking	115,828 SF (Level P1 – 60,259 SF, Level P2 – 55,569 SF)
Total	506,986 SF
Dwelling Units	
2 Bedroom/3 Baths	54 units
3 Bedrooms/4 Baths	46 units
Total	100 units
Parking	
Residential	200 spaces
Visitor	50 spaces
Total	250 spaces
Open Space	
	Required Standard ¹ / Provided (SF)
Common Open Space	7,500 SF (75 SF per unit) / 52,523 SF (525 SF per unit)
Common Indoor Space	500 SF / 20,855 SF
Private Open Space	1,500 SF / 21,444 SF
Total	9,500 SF / 94,822 SF
Lot Coverage	
Lot Area	86,924 SF
Allowable Floor Area Ratio (FAR)	4.5 FAR
Allowable Lot Coverage	78,232 SF (90%)
Building Footprint – Tower	25,753 SF (30%)
Building Footprint – Garage	60,259 SF (69%)
Setbacks	
	Required Standard ¹ / Provided (feet)
San Clemente Drive	15 feet / 25 feet
Side Yard	5 feet / 10 feet
Rear Yard	5 feet / 10 feet

¹ Required standards are based on development standards detailed in the proposed San Joaquin Plaza (PC-19) Amendment.

- **San Joaquin Plaza Planned Community Development Plan Amendment No. 2015-001.** To amend Planned Community 19 (PC-19) to allow for 100 residential units on the approximately 2-acre eastern portion of PC-19. Note that the proposed amendment would not change standards applicable to the western 0.9-acre portion of PC-19 and would not have indirect impacts associated with future development of the remainder of PC-19. The PC amendment includes a full set of development standards (see Table 3-1).
- **Site Development Review No. SD2016-001.** To comply with Section 20.52.080 (Site Development Reviews) of the Newport Beach Municipal Code because the proposed project involves a tentative map

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and proposes more than five dwelling units. Site development review would allow the construction of 100 dwelling units.

- **Tentative Tract Map No. NT2016-001.** To establish a 100-unit condominium tower on a two-acre site.
- **Development Agreement No. DA2016-001.** To provide the project applicant with assurance that development of the proposed project may proceed subject to the rules and regulations in effect at the time of project approval. The Development Agreement would also provide the City of Newport Beach with assurance that certain obligations of the project applicant will be met, including but not limited to, the specified construction schedule, the required timing of public improvements, the applicant's contribution toward funding improvements, and other conditions.
- **Traffic Study No. TS2015-004:** To comply with Chapter 15.40 (Traffic Phasing Ordinance) of the Newport Beach Municipal Code because the proposed project would generate vehicle trips and may impact the City's circulation network.

The tower footprint would measure approximately 75 feet by 220 feet, with floors becoming progressively smaller at higher levels (see Figure 3-5, *Proposed Building Elevation*). The building would be located in the northeastern portion of the site and angled so that the lobby entrance faces San Clemente Drive.

From finished grade of the main building entry point at approximately 187 feet above mean sea level (amsl) to the roof of the highest portion of the tower, which includes the mechanical equipment and elevator overrun, the tower is expected to be 482 feet amsl. Therefore, the tower itself, from finished grade of the main building entry point to the top of the tower would be 295 feet. Each residential floor would be approximately 11 feet in height.

The 100 residential units would consist of 54 two-bedroom units with 3 baths, and 46 three-bedroom units with 4 baths, ranging in size from approximately 1,800 to 6,000 square feet. The number of units per floor would range from three on the upper levels to five on the lower floors. All units would include private balconies. Table 3-1 provides the development summary.

Architectural Features

The Museum House tower would be designed as a Leadership in Energy and Environmental Design (LEED) Silver-certified building. The tower footprint would measure approximately 75 feet by 220 feet, with floors becoming progressively smaller at higher levels, and would be built with a textured stone base, masonry frames and pilasters, delicate metalwork details, and a predominantly stone and masonry exterior with large window openings. Larger-scale elements, such as multistory bay windows with French balconies and inset terraces, help define the massing in a residential manner, and multistory window groupings and large terraces at the uppermost floors create a finished cap to the building. All mechanical equipment and elevator overruns would be enclosed at the top floor.

Figure 3-1 - Regional Location
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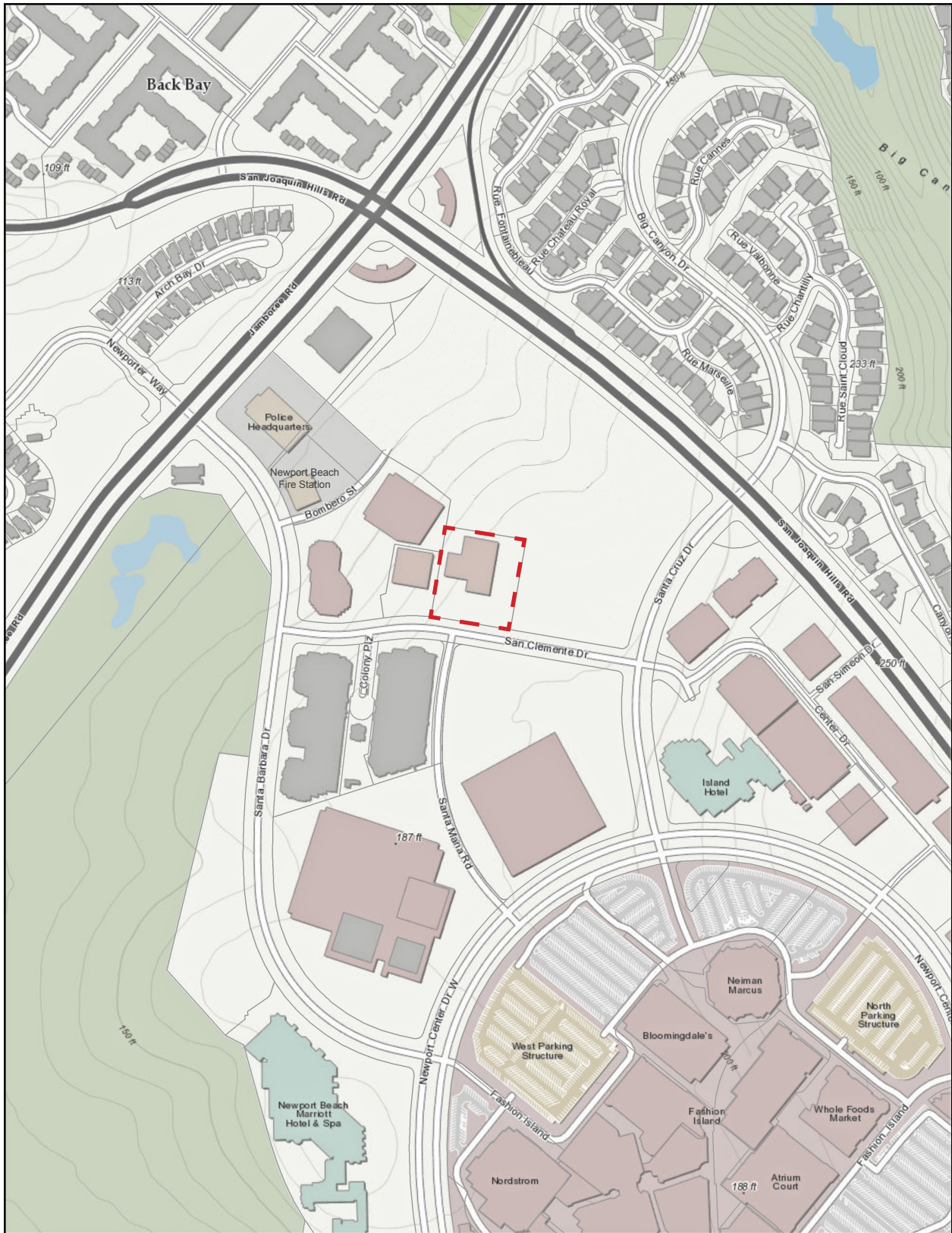


Base Map Source: ESRI, USGS, NOAA, 2015

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Figure 3-2 - Local Vicinity
3. Project Description



--- Project Boundary



Base Map Source: ESRI, USGS, NOAA, 2015

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Figure 3-3 - Aerial Photograph
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--- Project Boundary

0 200
Scale (Feet)



Base Map Source: Google Earth Pro, 2016

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Figure 3-4 - Proposed Site Plan
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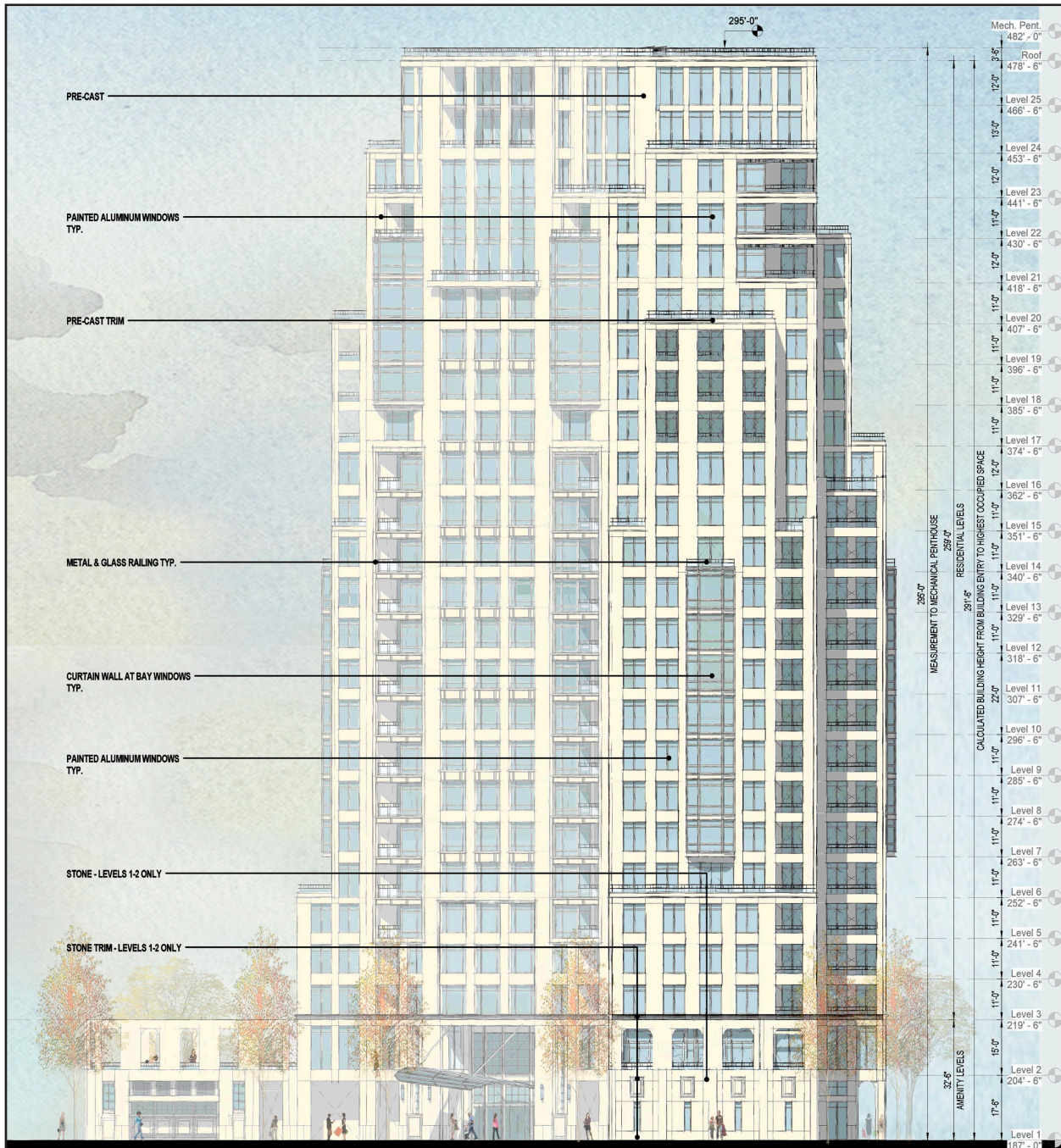
Base Map Source: RAMSA, 2016



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Figure 3-5 - Proposed Building Elevation
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The proposed amendment to the San Joaquin Plaza PCDP includes land use and development standards for the Museum House project site, which are listed in the project development summary below. A draft of the proposed San Joaquin Plaza PCDP Amendment text is provided in full in Appendix C.

Common Area Amenities

The proposed common area amenities would be located on Levels 1 and 2, and include both indoor and outdoor spaces. Common areas on the ground floor (level 1) could include a main lobby, bar and lounge, dining room and foyer, screening room, library, conservatory, and outdoor open space. The outdoor amenities may include a garden, lawn area, and a fountain plaza in the northern and northwestern portions of the project site, and dog run lawn along the southeastern site boundary (see Figure 3-4, *Proposed Site Plan*).

Level 2 is envisioned to have additional indoor common areas, which may include, but are not limited to, a lounge, fitness center and spa, billiards room, kid's playroom, party/event room, business center, and resident services. Outdoor spaces could include two amenity decks on each side of the building with a pool and garden terrace, an infinity edge pool, outdoor kitchen and barbecue area, and indoor space. An outdoor roof terrace is planned on the 25th floor.

Site Circulation and Parking

Parking

As detailed in Table 3-1, the proposed project would include 200 resident and 50 guest parking spaces, the majority of which would be in a two-level subterranean garage. Residential parking would be provided entirely in the underground garage. Guest parking would be available at the surface level (12 spaces) and underground garage (38 spaces). Valet parking for guests and residents would be used on a full-time basis.

Vehicular Circulation

Primary vehicular access to the site would be at the T-intersection of San Clemente Drive and Santa Maria Road, with secondary service access from a new San Clemente Drive curb cut near the project's southeastern boundary (see Figure 3-4, *Proposed Site Plan*).

Two main entry lanes would gain access to the property through a guard station and gate, which would be set back about 60 feet from the property line. One exit lane, separated by a landscaped median, would be adjacent to the entry lanes. The proposed entry lanes would lead into a motor court that could be used for drop-off/pick-up, short-term parking, and pedestrian access to the building lobby. The motor court would also provide access to the project's underground parking areas via ramps along the western edge of the site. The eastern side of the site, east of the proposed residential tower, would be improved with a fire lane and loading zone for delivery vehicles ending as a partially underground dead-end.

Pedestrian Circulation

Primary pedestrian access to the site would be from San Clemente Drive to the motor court and the lobby entrance on the western building façade. A five-foot-wide walkway along the service lane east of the building would provide secondary pedestrian access.

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Landscaping

Landscaping on the ground floor and second-floor amenity deck would include gardens, landscaped trellis and lawn areas, a fountain plaza, and buffer landscaping. The overall plant palette uses drought-tolerant native and adapted plants to the Newport Beach climate zone. Street trees would be planted along San Clemente Drive, and evergreen canopy trees, ornamental trees, palm trees, and citrus varieties would be planted on the ground floor where the gardens, landscaped trellis, and lawns are proposed. The roof gardens would be planted with ornamental trees, hedges, shrub mixes, and vines. Accent and background planting areas would consist of plants that provide both textural contrast and seasonal interest. The perimeter and street landscape areas would complement the street tree pattern, enhance the pedestrian experience, and soften the view of the building facades. The overall planting plan is shown on Figure 3-6, *Proposed Planting Plan*.

A high-efficiency drip irrigation system would use a “smart” weather-based controller. The irrigation system and planting palette would meet or exceed the requirements of Newport Beach Municipal Code Chapter 14.17, which implements State of California Model Water Efficient Landscape Ordinance requirements.

Infrastructure

Potable Water

The project site is within the service area of the City of Newport Beach Water Services Department. The site already has an 8-inch water line and public fire hydrant. The 8-inch water line is connected to a 12-inch water line in San Clemente Drive. Fire flows for emergency fire suppression would be provided to the site via the 12-inch water line.

Irrigation Water

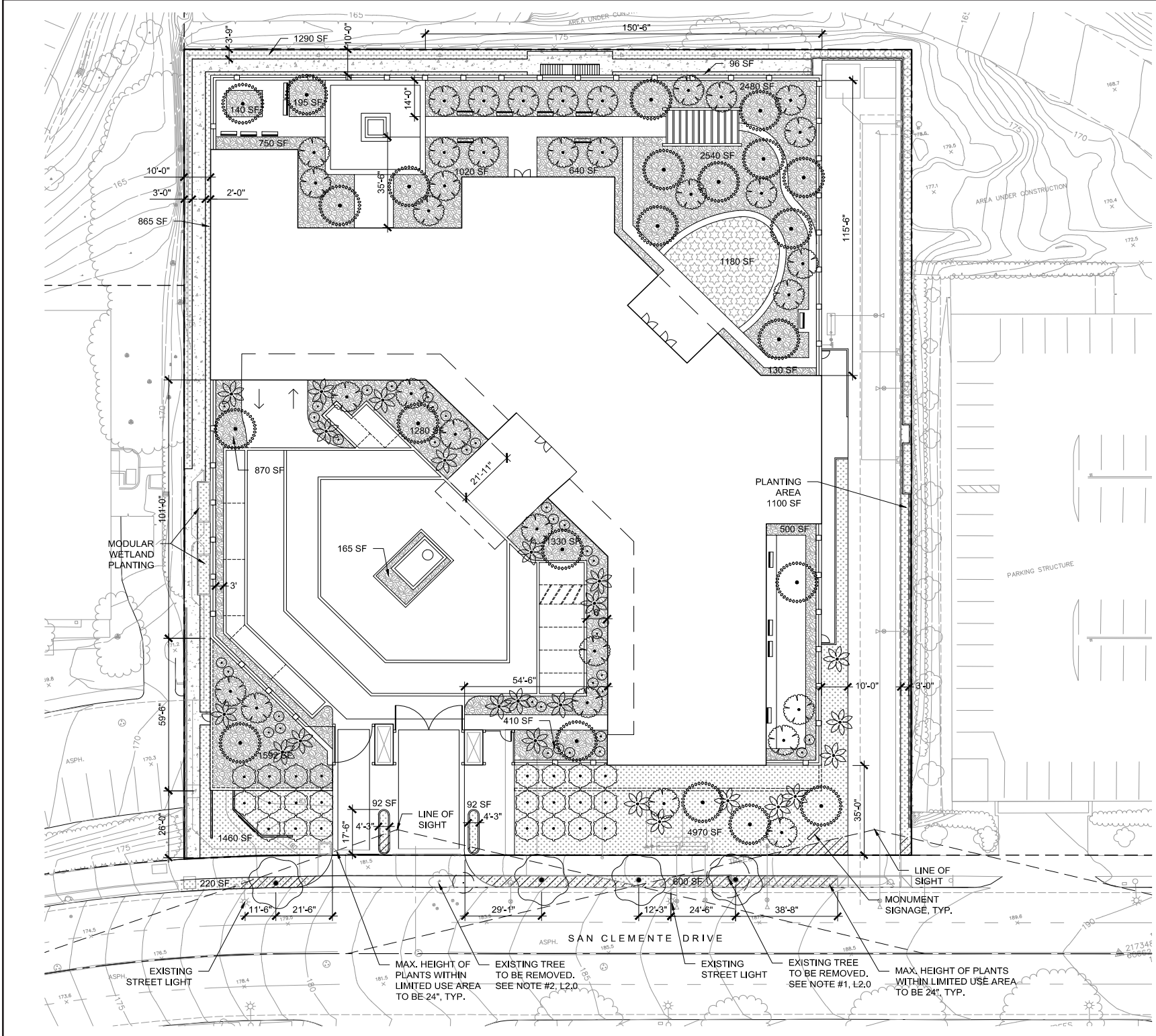
Recycled water in the City is provided by the Orange County Water District, which operates a 16-inch recycled water pipeline in Jamboree Road that terminates in Santa Barbara Drive.

There are no existing recycled water lines on San Clemente Drive in the vicinity of the project site. Currently, the closest connection point to the recycled water main is on Santa Barbara Drive, west of San Clemente Drive. The project does not propose to extend recycled water lines to the project site.

Wastewater

The project site is currently serviced by an onsite, City-owned, 8-inch vitrified clay pipe (VCP) sewer line within a 15-foot-wide easement. The sewer line drains westerly to an 8-inch sewer line in San Clemente Drive, then to an 8-inch sewer line in Santa Barbara Drive, and finally to the Orange County Sanitation District (OCSD) trunk sewer line at the intersection of Santa Barbara Drive and Jamboree Road.

Figure 3-6 - Proposed Planting Plan
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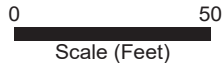


PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME
	PALM TREE: <i>Butia capitata</i>	Pindo Palm
	<i>Brahea armata</i>	Blue Hesper Palm
	<i>Chamaerops humilis</i>	Mediterranean Fan Palm
	ORNAMENTAL TREES: <i>Arbutus x Marina</i>	Marina Strawberry tree
	<i>Citrus</i>	Lemon, Orange, Grapefruit
	<i>Magnolia grandiflora</i> 'Little Gem'	Dwarf Southern Magnolia
	<i>Olea europaea</i>	Olive
	<i>Pyrus calleryana</i> 'Aristocrat'	Aristocrat Pear
	ACCENT EVERGREEN TREE: <i>Cupressus sempervirens</i>	Italian Cypress
	EVERGREEN CANOPY TREE: <i>Pinus pinea</i>	Italian Stone Pine
	<i>Schinus molle</i>	California Pepper Tree
	STREET TREE: (SEE NOTES BELOW) <i>Ficus rubiginosa</i>	Rusty Leaf Fig
	EXISTING STREET TREE (TO BE REMOVED)	
	GROUND-LEVEL GARDENS SHRUB MIX <i>Agave attenuata</i> 'Kara's Stripes'	Agave
	<i>Coprosma repens</i> 'Marble Queen'	Marble Queen Mirror Plant
	<i>Dietes bicolor</i>	Fortnight Lily
	<i>Dymondia margaretae</i>	Dymondia
	<i>Lavandula dentata</i> 'Goodwin Creek Gray'	Goodwin Creek Gray Lavender
	<i>Pennisetum x 'Fairy Tails'</i>	Fountain Grass
	<i>Pittosporum crassifolium</i> 'Nana'	Karo Pittosporum
	<i>Rosmarinus officinalis</i> 'Huntington Carpet'	Huntington Carpet Rosemary
	STREETSCAPE AND BUFFER SHRUB MIX <i>Asparagus densiflorus</i>	Asparagus fern
	<i>Echium candicans</i>	Pride of Madeira
	<i>Muhlenbergia rigens</i>	Deer Grass
	<i>Salvia x 'Bee's Bliss'</i>	Sage
	<i>Westringia fruticosa</i> 'Morning Light'	Morning Light Coast Rosemary
	<i>Juncus patens</i> 'Elk Blue'	California Grey Rush
	<i>Arctostaphylos uva-ursi</i> 'Point Reyes'	Kinnikinnick
	<i>Carex pansa</i>	Sanddune Sedge
	<i>Ceanothus griseus horizontalis</i> 'Yankee Point'	California Lilac
	<i>Festuca Hybrid</i>	Marathon II

NOTES

- LANDSCAPE DESIGN IS TO COMPLY WITH CITY OF NEWPORT BEACH WATER EFFICIENT LANDSCAPE ORDINANCE (MBMC 14.17)
- ALL EXISTING STREET TREES TO BE REMOVED AND REPLACED. ALL NEW STREET TREES SHALL BE MIN. 36" BOX SIZE. FINAL LOCATIONS PER MUNICIPAL OPERATIONS DEPARTMENT.
- ENTRY MONUMENT SIGNAGE: ALL PROPOSED SIGNAGE SHALL COMPLY WITH CITY STANDARD 110-L AND MUNICIPAL CODE 20.30.130, TYP.



Base Map Source: RAMSA, 2016

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The proposed project would improve the existing 8-inch VCP sewer line to accommodate additional flows generated by the proposed development. Approximately 81 lineal feet would be replaced with a 12-inch VCP line and would require connection into the OCSD trunk sewer line (existing OCSD manhole #BAY0010-0665) at the intersection of Santa Barbara Drive and Jamboree Road (see Figure 3-7, *Proposed Offsite Sewer Improvement*). The proposed improvement would require a Temporary Street Closure and Encroachment Permit, subject to further review by the City of Newport Beach.

Drainage

The topography of the project site varies, with slopes ranging from about 1 percent to approximately 4 percent. Most of the site drainage is conveyed via existing ribbon gutters within the parking lot and is ultimately collected by a 21-foot catch basin at 888 San Clemente Drive, west of the project site. An 18-inch catch-basin outlet pipe conveys the storm flows into a private storm drain system on the 888 San Clemente Drive property, then to a 30-inch storm drain in Bombero Drive, and finally to a 36-inch public storm drain in Santa Barbara Drive. An existing concrete V-ditch along the northern boundary collects drainage from the north portion of the project site.

With the proposed project, condition runoff patterns from the site would continue to flow similarly to those of existing conditions. However, the drainage from the entire site would be conveyed to the southwest discharge location, while the discharge location at the northwest corner would be eliminated. Low-flows and first-flush runoff would drain to onsite modular wetland systems for water quality treatment via biofiltration.

Dry Utilities

Public infrastructure and utility facilities—including, but not limited to, electrical, telephone, cable television, and natural gas—would be upgraded and/or extended to the project site. All new dry utilities would be installed underground in the development area. Dry utility providers for the project would be the same as for the current museum building—Southern California Edison for electricity, Southern California Gas Company for natural gas, AT&T for telephone service, and Cox Communications for cable television and data transmission.

3.3.2 Project Phasing and Construction

It is anticipated that the project would be built in a single phase spanning approximately 28 months, from January 2018 to May 2020, as outlined below:

3.3.2.1 DEMOLITION

Development of the proposed project would require demolishing the 23,632-square-foot Orange County Museum of Art building, removing 27,380 square feet of surface parking lot, grubbing onsite vegetation, and removing all 43 ornamental trees onsite. Demolition activities are projected to occur over a period of two months (22 working days), from January 2018 to February 2018, and generate approximately 1,650 tons of building debris and 650 tons of asphalt. The debris would be hauled offsite to a landfill approximately 25 miles away, such as the Frank R. Bowerman Landfill in Irvine.

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3.3.2.2 CONSTRUCTION

Following demolition activities, the project would involve construction activities onsite spanning approximately 26 months, from March 2018 to May 2020. Project construction activities would include building and asphalt demolition (24 work days), site preparation (20 work days), mass excavation and fine grading (66 work days), and building construction (22 months). It is estimated that a total of 4,600 truck load trips (153 truck trips per day) would occur over a 30-day soil haul period. Construction of the proposed structures would also include installation of exterior and interior finishes; installation of mechanical, electrical, and plumbing equipment; installation of landscape and irrigation; and installation of furniture and equipment. Overall, construction activities would require the export of approximately 45,000 cubic yards of soil.

Construction Trucks and Routes

Construction trucks would be staged at an offsite location acceptable to the City and would be dispatched to the site five to ten trucks at a time to prevent truck queuing at inappropriate locations. All construction vehicles would use regional and local trucks routes to access the project site. It is expected that all heavy vehicles would most likely access the site via State Route 73 (SR-73) (North of Bison Avenue) and head south via Jamboree Road or MacArthur Boulevard. Once in the vicinity of the project site, heavy vehicles can use nondesignated truck routes to access the project site (e.g., Santa Barbara Drive, Santa Cruz Drive). All proposed truck routes shall be approved by the City before beginning construction. A construction management plan is required as part of the development to address any short-term queuing at the project site.

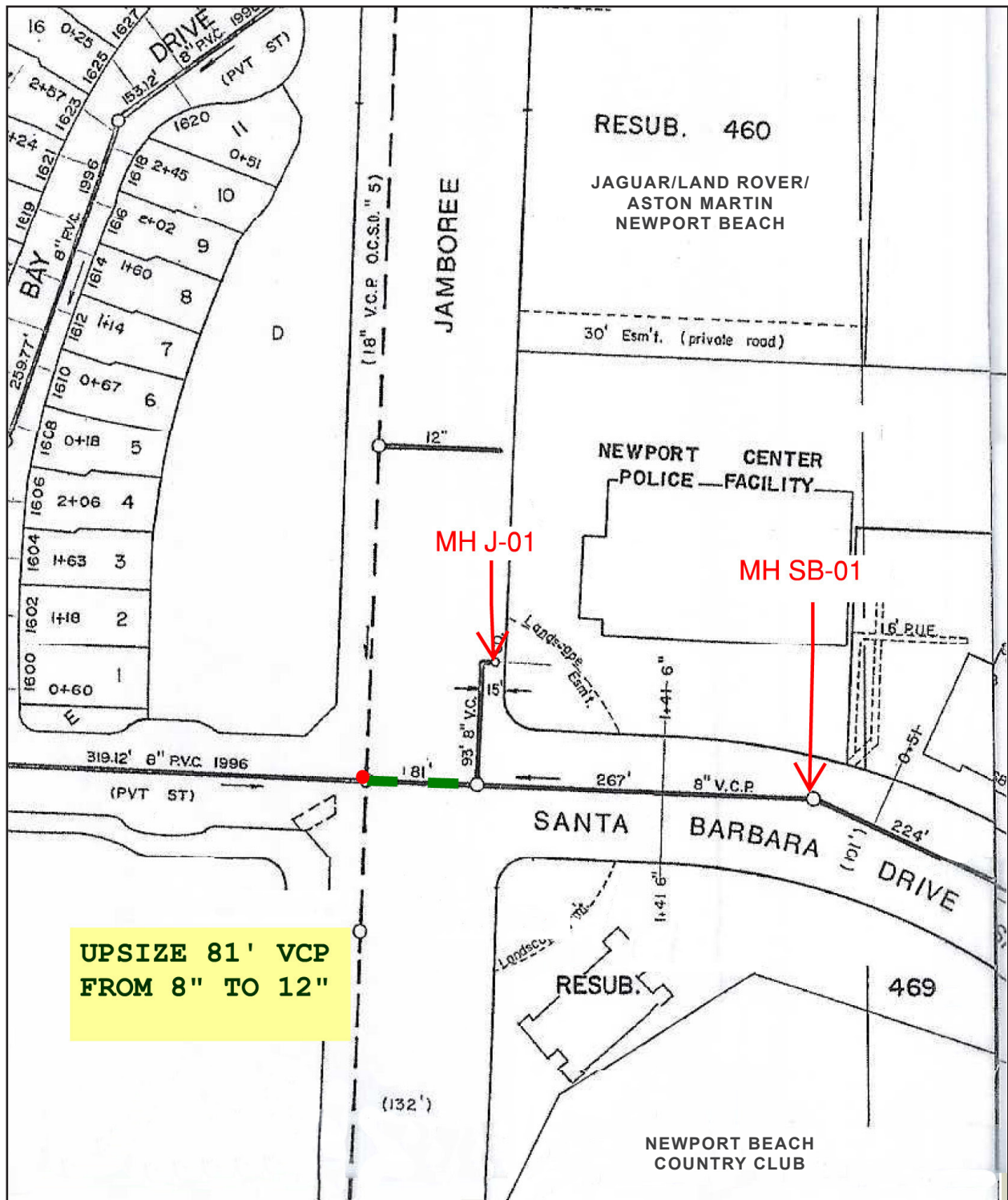
Construction Worker Trips

As discussed above, the construction period is anticipated to last 26 months. The number of construction workers at the project site during the construction period, while variable, would be a maximum/peak of approximately 200 workers. This is a maximum, and the number of construction workers onsite could be significantly less depending upon the construction phase. The construction workers would park in an offsite lot in the Newport Center area and be shuttled to the site, if necessary. The parking locations would be negotiated with nearby owners at a later date and can include the Villas at Fashion Island parking garage, the adjacent PIMCO parking garage, and Pacific Life Insurance Company (700 Newport Center) surface parking lot. The specific parking locations would be identified in the construction management plan. After completion of the proposed parking garage, workers would park onsite.

Construction Hours

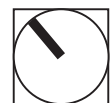
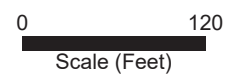
City of Newport Beach Municipal Code Section 10.28.040 limits construction activities to weekdays from 7:00 AM to 6:30 PM and Saturdays from 8:00 AM to 6:00 PM. Additionally, construction hauling activities would be limited to weekday hours between 7:00 AM to 4:00 PM. The project would comply with this regulation, as well as any other mitigation measures contained in this DEIR.

Figure 3-7 - Proposed Offsite Sewer Improvement
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Proposed sewer upsizing (81 linear feet)

MH J-01/MH SB-01 Existing public sewer line locations



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Construction Equipment

It is expected that large construction equipment, such as excavators, dump trucks, cranes, and tractors would be used during project construction and would be staged on the project site. Table 3-2 details anticipated construction equipment for project demolition and construction.

Table 3-2 Construction Equipment

Equipment	Quantity	Model	Horsepower
Building Demolition			
Concrete Saw	1		10
Backhoe Loader	1	Cat	93
Excavator	1	John Deere	121
Skid Steer	1	Cat	73
Track Loader	1	Cat	189
Trucking End Dump	5	Peterbilt	380
Asphalt Demolition			
Excavator	1	John Deere	121
Trucking End Dump	5	Peterbilt	380
Wheel Loader	1	Cat	93
Site Preparation			
Skip Tractor	1	Ford	98
Water Truck	1	Peterbilt	300
Mass Excavation			
Wheel Loader	1	Cat	276
Trucking Bottom Dump	20	Peterbilt	380
Utility Trenching			
Backhoe Loader	1	Cat	93
Fine Grading			
Skip Tractor	1	Ford	98
Water Truck	1	Peterbilt	300
Building Construction			
Crane	1	Liebherr	341
Forklift	1	Hyster	110
Generator Set	1	Aggreko	167
Air Compressor	1	Sullair	80
Paving			
Skip Tractor	1	Ford	98
Compactor	1	Cat	48
Finishing/Landscaping			
Skip Tractor	1	Ford	98

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3.4 INTENDED USES OF THE EIR

This Draft EIR (DEIR) examines the environmental impacts of the proposed project and also addresses various actions by the City and others to adopt and implement the proposed project. It is the intent of this DEIR to evaluate the environmental impacts of the proposed project, thereby enabling the City of Newport Beach, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are:

Lead Agency	Action
City of Newport Beach	<ul style="list-style-type: none"> ▪ Certification of the Museum House Environmental Impact Report ▪ Adoption of Findings of Fact (and Statement of Overrides, if required) ▪ Adoption of a Mitigation Monitoring and Reporting Program ▪ Approval of City of Newport Beach General Plan Amendment No. 2015-001 ▪ Approval of San Joaquin Plaza Planned Community Development Plan Amendment No. 2015-001 ▪ Approval of Site Development Review No. SD2016-001 ▪ Approval of Tentative Tract Map No. NT2016-001 ▪ Approval of Development Agreement No. DA2016-001 ▪ Approval of Traffic Study No. TS2015-004
Responsible Agencies	Action
Airport Land Use Commission	<ul style="list-style-type: none"> ▪ Consistency finding with the Airport Environs Land Use Plan for John Wayne Airport
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none"> ▪ Issuance of National Pollution Discharge Elimination System (NPDES) Permit ▪ Issuance of Construction General Permit