

BACK BAY LANDING PROJECT

Environmental Quality Affairs Committee



September 26, 2013



PURPOSE OF MEETING

- Provide an **overview of the project description**, which is the basis for the analysis that will be in the Draft Environmental Impact Report (EIR)
- Assign Draft EIR sections to EQAC members
- Schedule meeting to review and finalized compiled EQAC comments



PURPOSE OF EIRS

The basic purpose of an EIR is to:

- **Analyze** the significant environmental effects of a proposed project,
- **Identify** alternatives, and
- **Disclose** possible ways to reduce or avoid the possible environmental damage.



WHERE ARE WE IN THE CEQA PROCESS?

- 
- Notice of Preparation sent to Responsible and Trustee Agencies
 - Responses to Notice of Preparation sent to the City (30 days from acceptance).
 - Preliminary Administrative draft EIR prepared. Independent review by the City.
 - Draft EIR completed.
 - Notice of Completion filed. Public Notice of Availability published.
 - Public Review of draft EIR (45 days). **(Anticipated Oct. 3rd to Nov. 18th)**
 - Written comments received.
 - Responses to comments prepared and included as part of the Final EIR.
 - Responses sent to commenting agencies (10 days before decision by the City).
 - Final EIR certified by the City.
 - Notice of Determination (5 days from approval.)
-

PROPOSED PROJECT

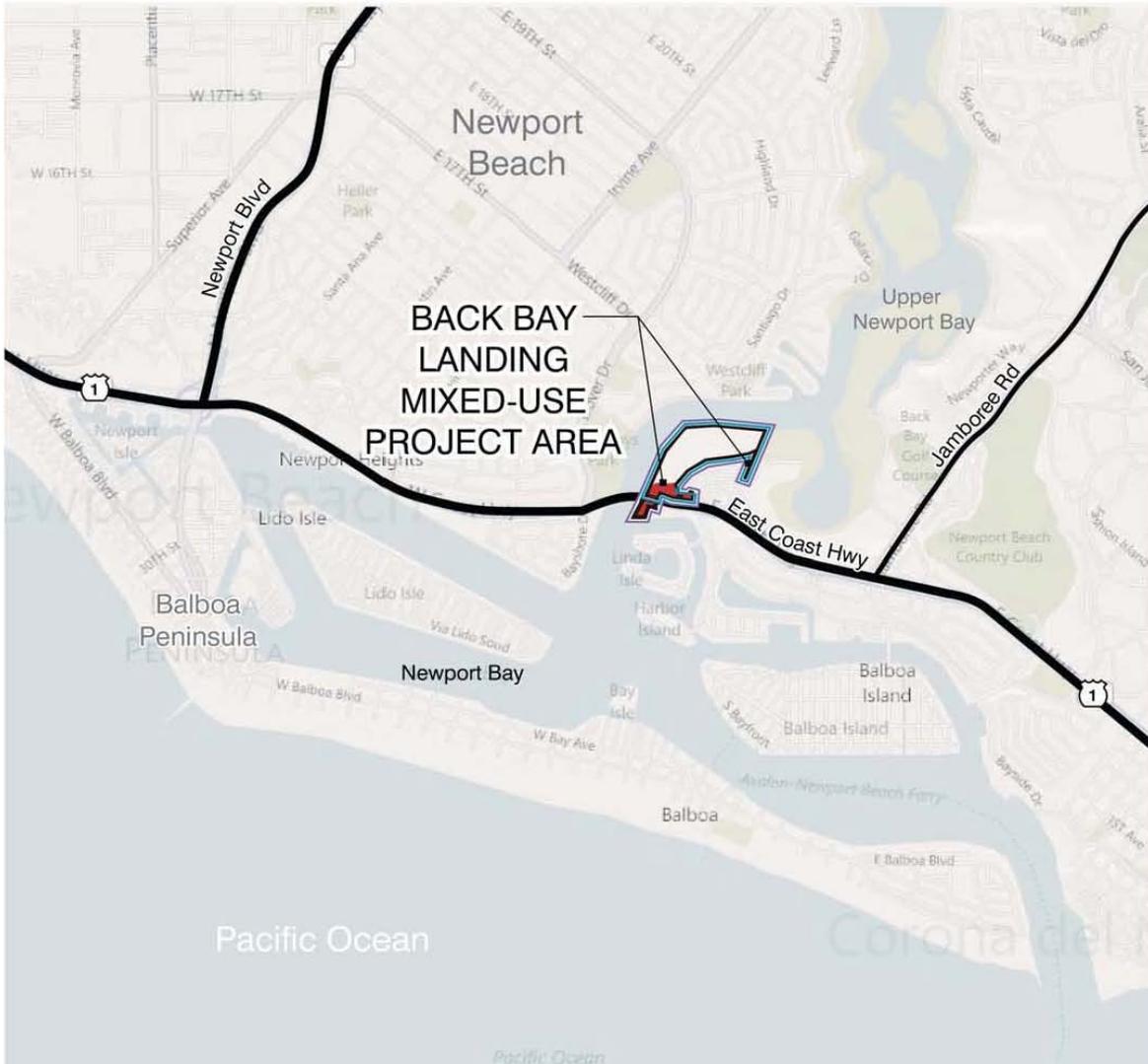
- The Back Bay Landing project involves two stages of approvals:
 1. Legislative Approvals (e.g., General Plan Amendment, Coastal Land Use Plan Amendment, Planned Community Development Plan), which comprise the current “proposed project”; and
 2. Administrative Approvals (e.g., Site Development Review, Coastal Development Permit), which will be pursued at a later date for a future development on the project site.



PROPOSED PROJECT

While only Legislative Approvals are currently being sought, the EIR will evaluate impacts of the currently proposed Legislative Approvals, as well as those of the future development project to the extent feasible.



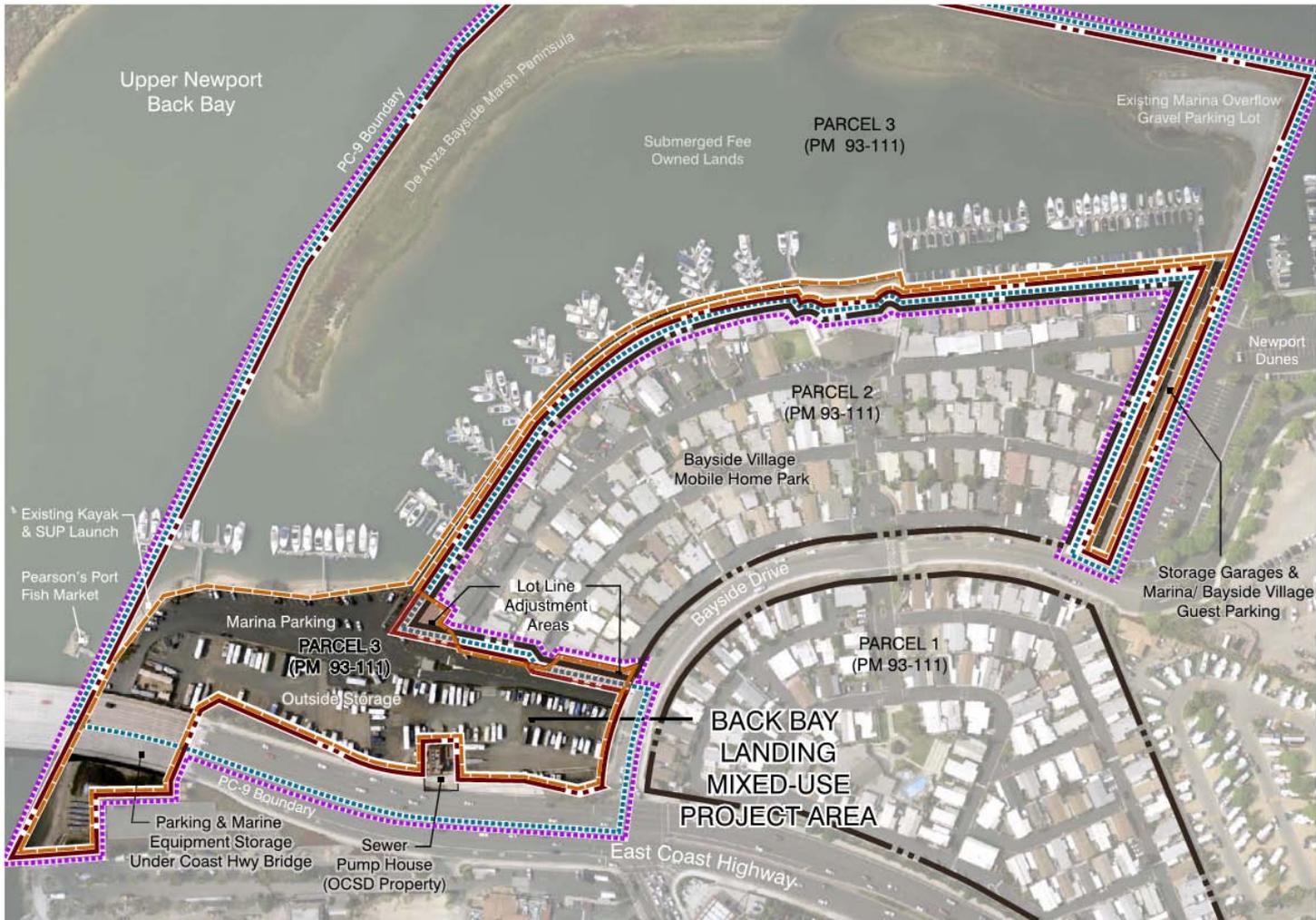


Back Bay Landing is located immediately north east of East Coast Highway in Newport Beach, California. The site is bounded by East Coast Highway and Newport Harbor on the south and west, Bayside Drive to the south, the Newport Back Bay channel to the west and Bayside Village Mobile Home Park to the southeast.

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 CONDITION, PROJECT BOUNDARY & LOT LINE ADJUSTMENT



N.T.S.
8-30-2013



PROPOSED PROJECT

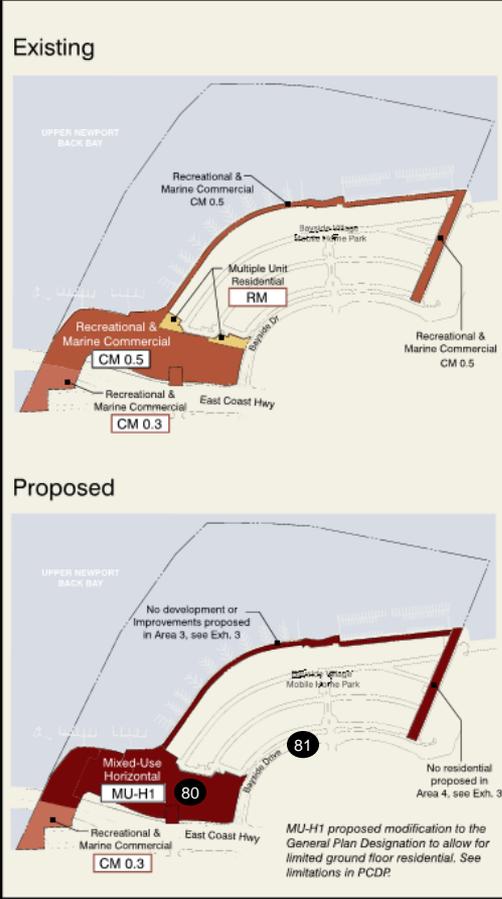
- Legislative Approvals currently being requested:
 - General Plan Amendment (GPA)
 - Coastal Land Use Plan (CLUP) Amendment
 - PC-9 Amendment (Zone Change)
 - Planned Community Development Plan (PCDP)
 - Lot Line Adjustment (LLA)
 - Traffic Study



General Plan

Existing & Proposed Land Use Designations

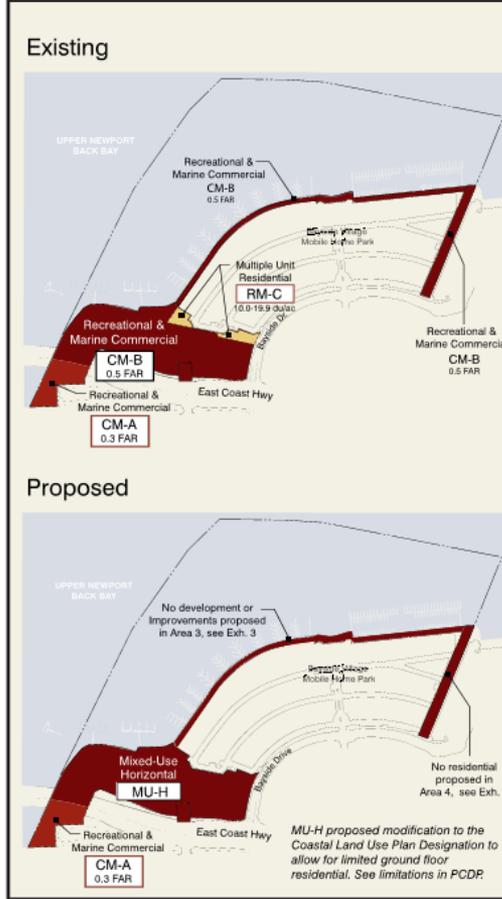
Changes: CM 0.3 no change, CM 0.5 & RM changed to MU-H1



Coastal Land Use Plan

Existing & Proposed Land Use Designations

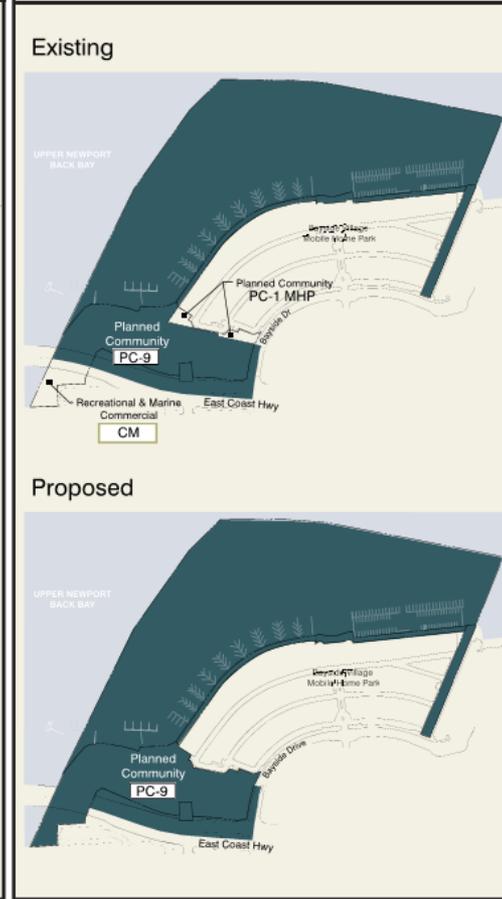
Changes: CM 0.3 no change, CM-B 0.5 FAR & RM-C changed to MU-H



Zoning

Existing & Proposed Zoning Designation

Changes: PC-9 boundary extended to include (PC-1 MHP) LLA & project area south of CH centerline



Anomaly 80
Nonresidential

Only
131,290 SF

Mixed-Use
171,289 SF
1:1 ratio
49 units

Anomaly 81
296 units

Source: Templeton Planning Group

EXISTING & PROPOSED LAND USE DESIGNATIONS & REQUESTED ENTITLEMENTS



N.T.S.
8-30-2013



PROPOSED PROJECT

- 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 following maximum development limits:

Maximum Development Scenario

North of East Coast Highway Centerline (PA 1 and 4)

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

Non-Residential Total North of East Coast Highway Centerline: 85,644 square feet

Residential Total North of East Coast Highway Centerline: 85,644 square feet (up to 49 units)

South of East Coast Highway Centerline (PA 2)

Non-residential (marine services, office) 8,390 square feet

Project Site Total 179,678 square feet
Marina (existing) 220 wet slips



Planned Community Development Plan

Purpose

- establish zoning regulations governing land use and development of the site
- provides a vision for land uses on the site and establish design guidelines
- regulates long-term operation of the site



Planned Community Development Plan

Permitted Uses

- marine-related (e.g. enclosed dry-stack boat storage, marina, boat sales, boat rentals, boat service, kayak and paddleboard rentals, etc.)
- visitor-serving commercial and recreational uses (e.g. retail, restaurant, personal services, office, etc.)
- residential (vertical mixed-use and freestanding)

Development Standards

- Setbacks, Building Heights, Residential, Parking, Landscaping, Bulkhead, Dredging, Public Bayfront Promenade and Trail, Vehicular Circulation, Lighting, Signage, Utilities, Sustainability, Public Improvements



Planned Community Development Plan

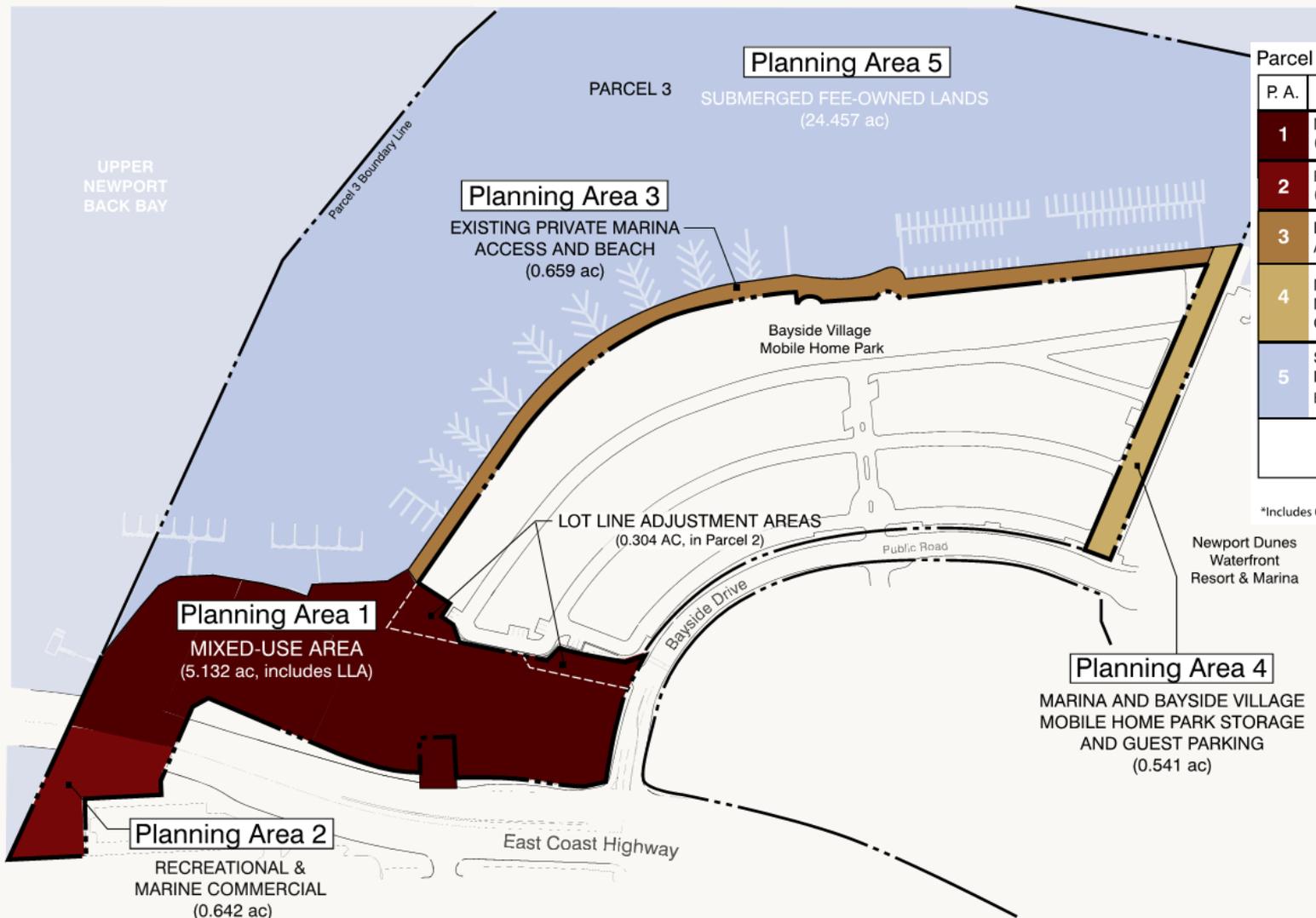
Design Guidelines

- Architectural Theme, Site Planning, Building Massing, Façade Treatments, Public Views, Parking Structure, Public Spaces, Landscaping, Hardscaping, and Signs

Implementation

- Site Development Review- Planning Commission Public Hearing
- Ensure future development is fully consistent with General Plan, Coastal Land Use Plan, and Back Bay Landing Planned Community Development Plan, including design guidelines.





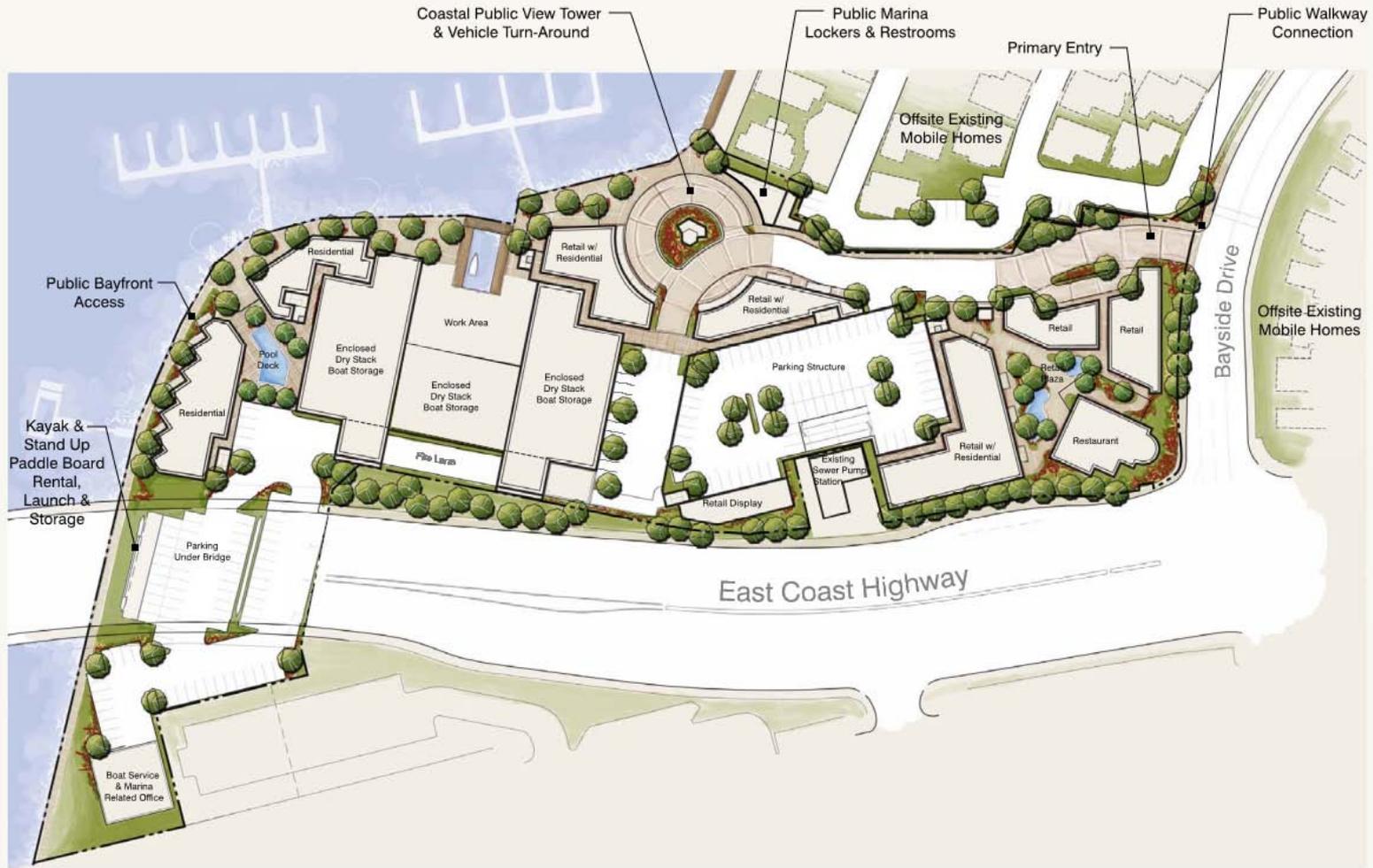
Parcel 3 Summary

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

Planning Areas





Conceptual Site Plan

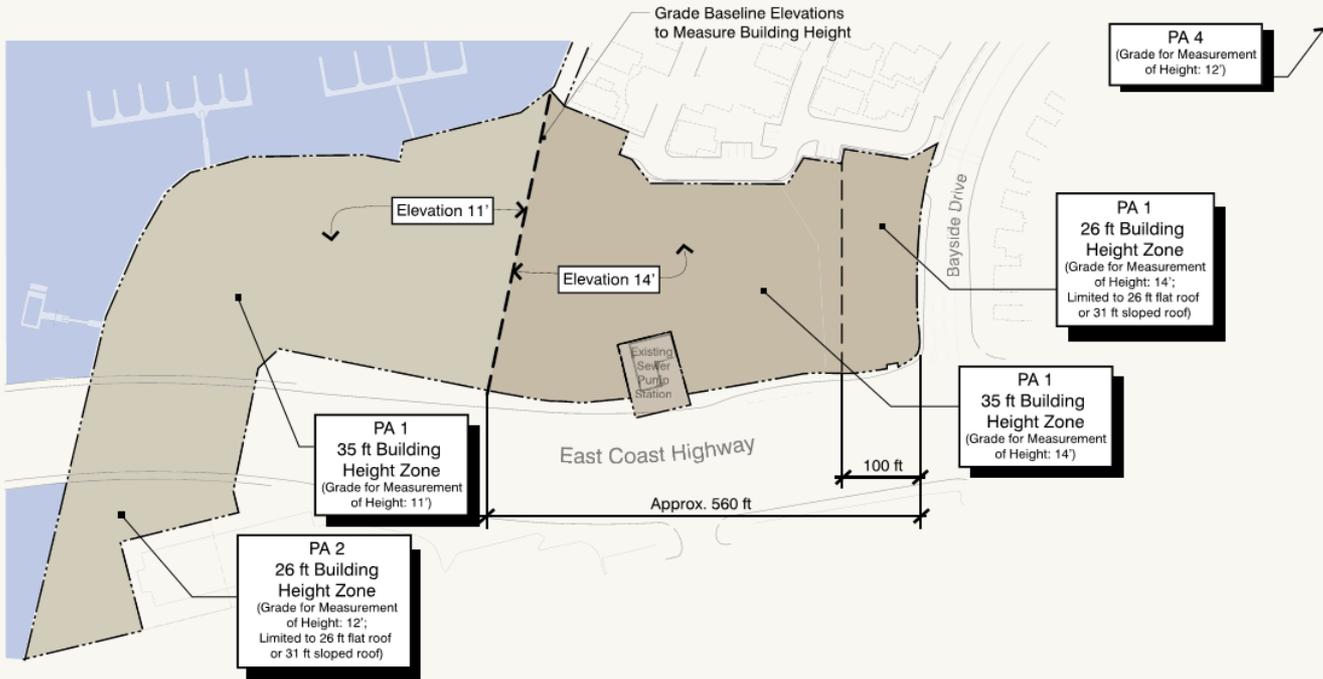


EXHIBIT 3 BUILDING HEIGHTS

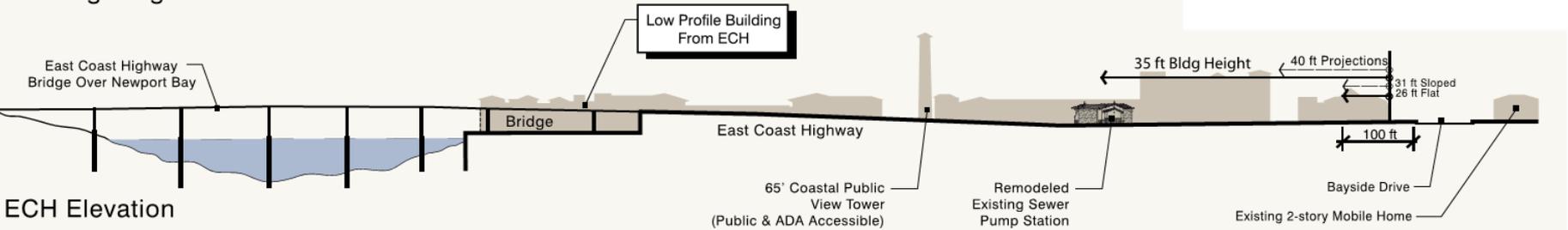
DESIGN GUIDELINES

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

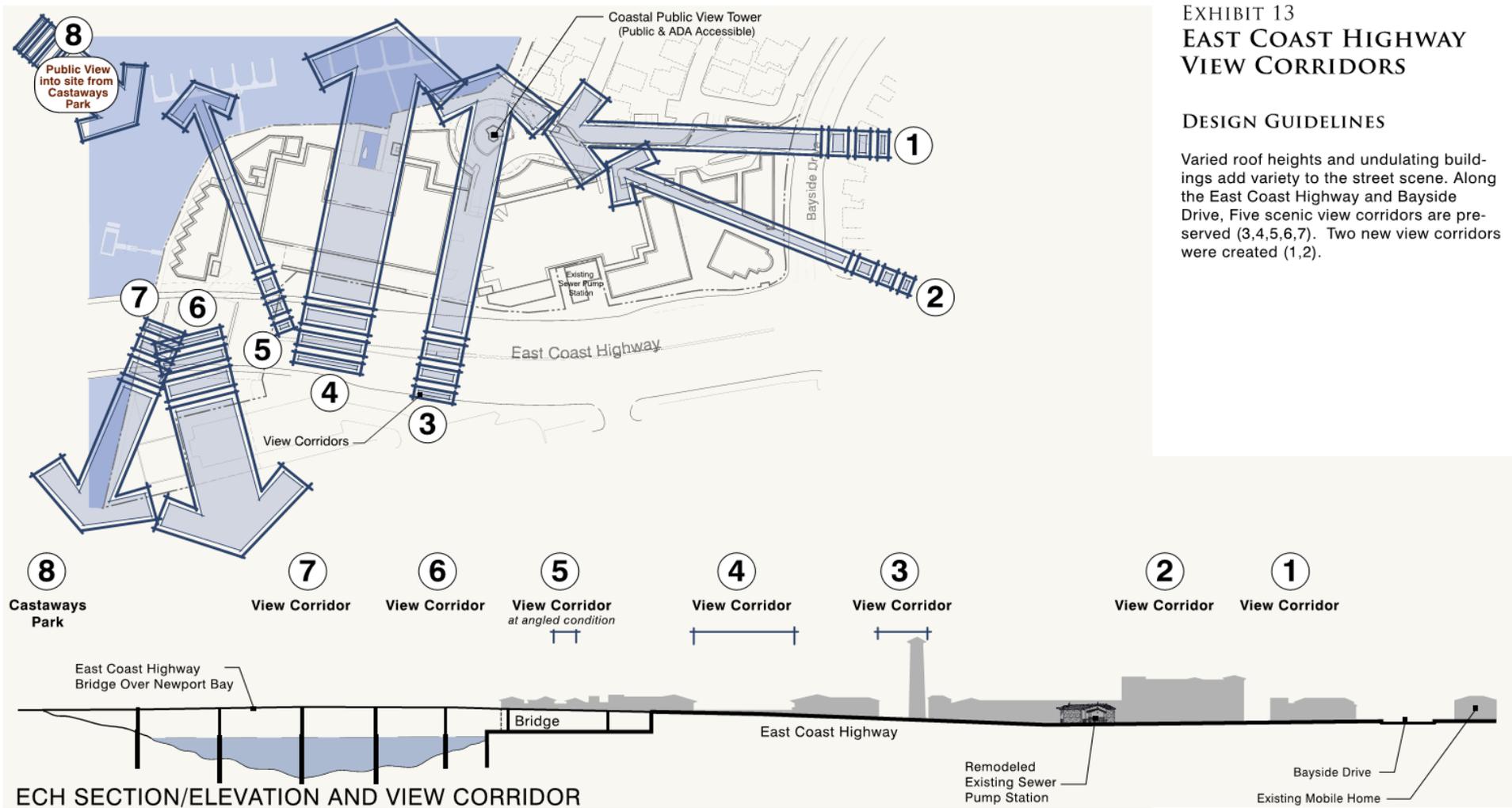
Building Heights



EXHIBIT 13
**EAST COAST HIGHWAY
 VIEW CORRIDORS**

DESIGN GUIDELINES

Varied roof heights and undulating buildings add variety to the street scene. Along the East Coast Highway and Bayside Drive, Five scenic view corridors are preserved (3,4,5,6,7). Two new view corridors were created (1,2).



View Corridors





East Coast Highway and Bayside Drive



Coastal Public View Tower



Public Bayfront Promenade



Visitor-Serving Commercial



View from Bridge along East Coast Highway

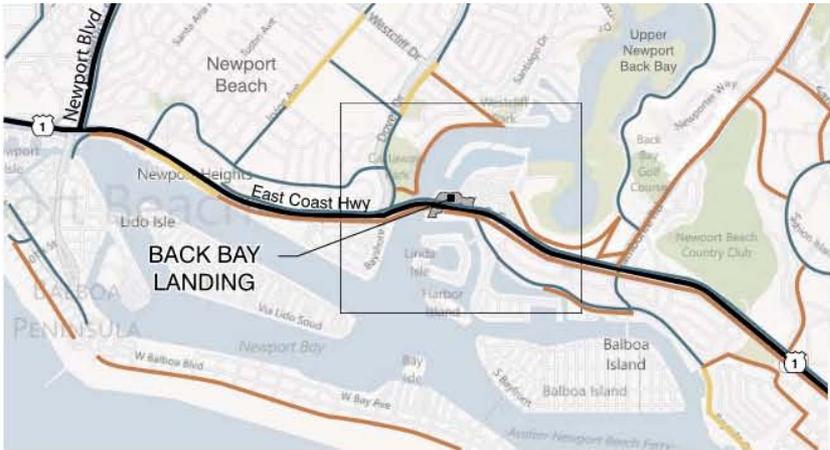
Coastal Mediterranean Theme



COASTAL ACCESS AND REGIONAL TRAIL CONNECTIONS

Back Bay Landing provides coastal access and a critical link between existing regional trails.

1. Regional Trail Connections
2. Proposed Coastal Access
3. Current Lack of Trail Connection
4. Critical Trail Connections



1. Regional Trail Connections



3. Current Lack of Trail Connection



2. Proposed Coastal Access



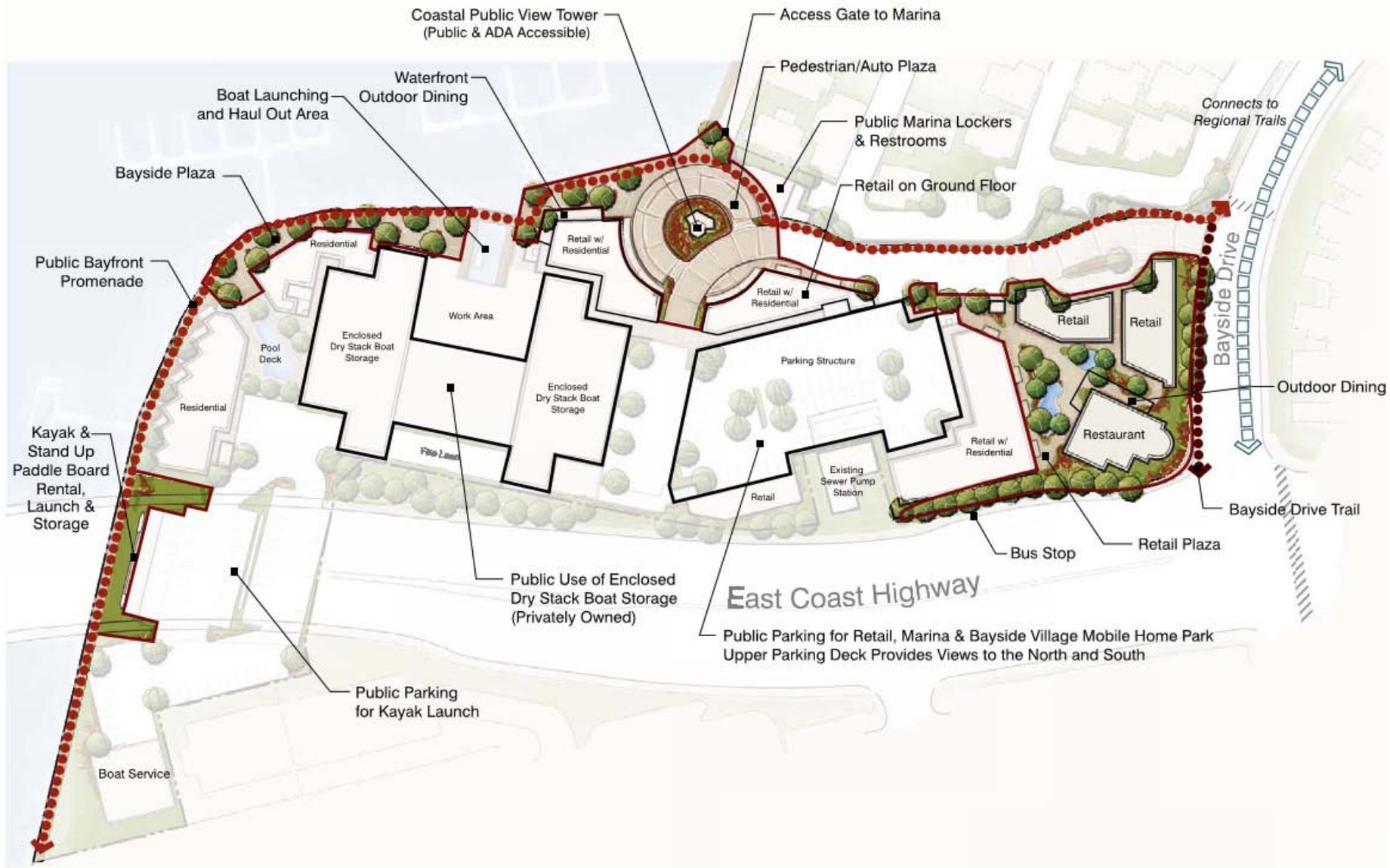
4. Critical Trail Connections

Legend

- Trail Types
- New Public Bayfront Access Accessible to Pedestrians & Cyclists
 - - - - New Class 1 & 2 Off-Street Bikeway & Pedestrian Trail
 - - - - New Class 1 & 3 Off-Street Bikeway & Pedestrian Trail
 - Existing Class 1 Trail
 - Existing Class 2 Trail
 - Existing Class 3 Trail
 - Lateral Access
 - Vertical Access
 - ▲ Public Beach Access Location
 - * Public View Point

Public Access and Trail



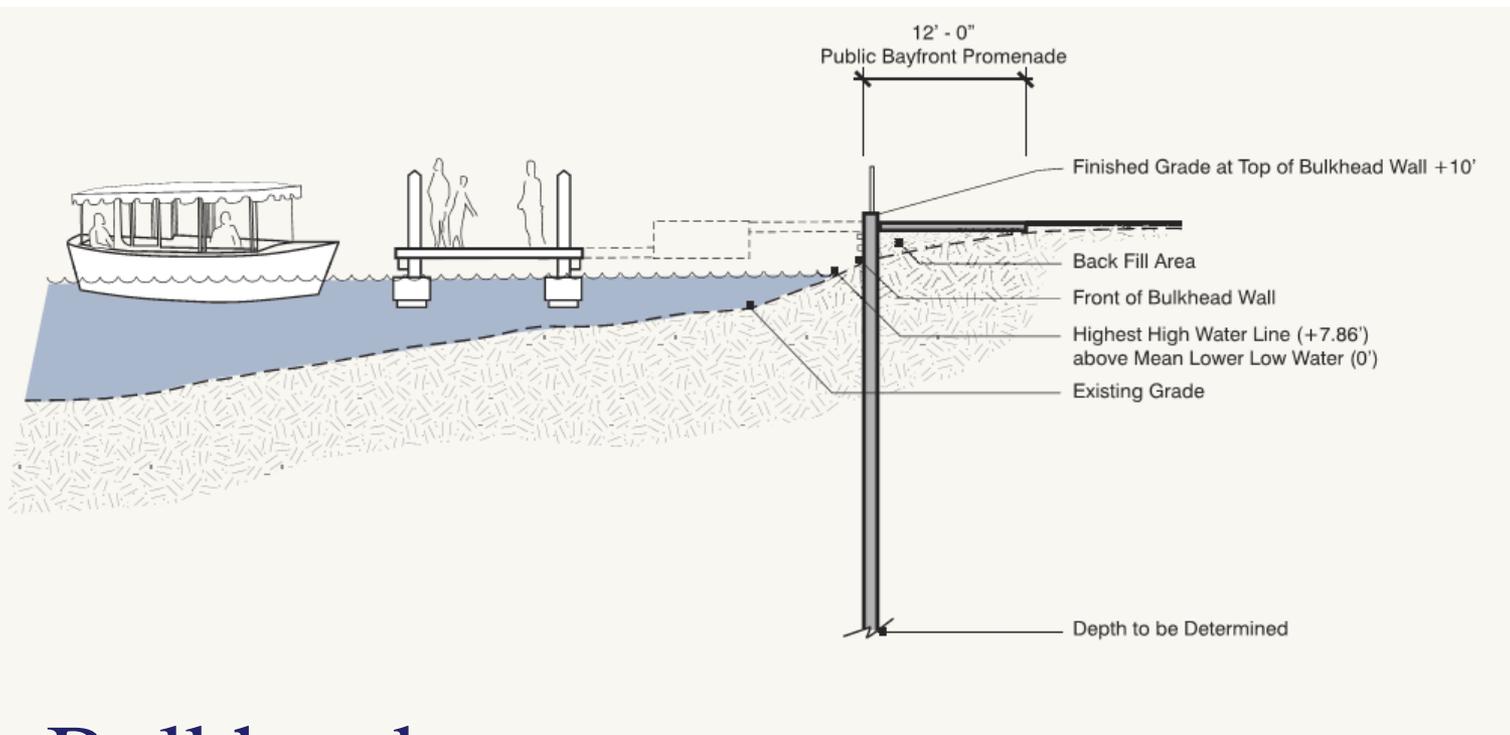


Public Spaces



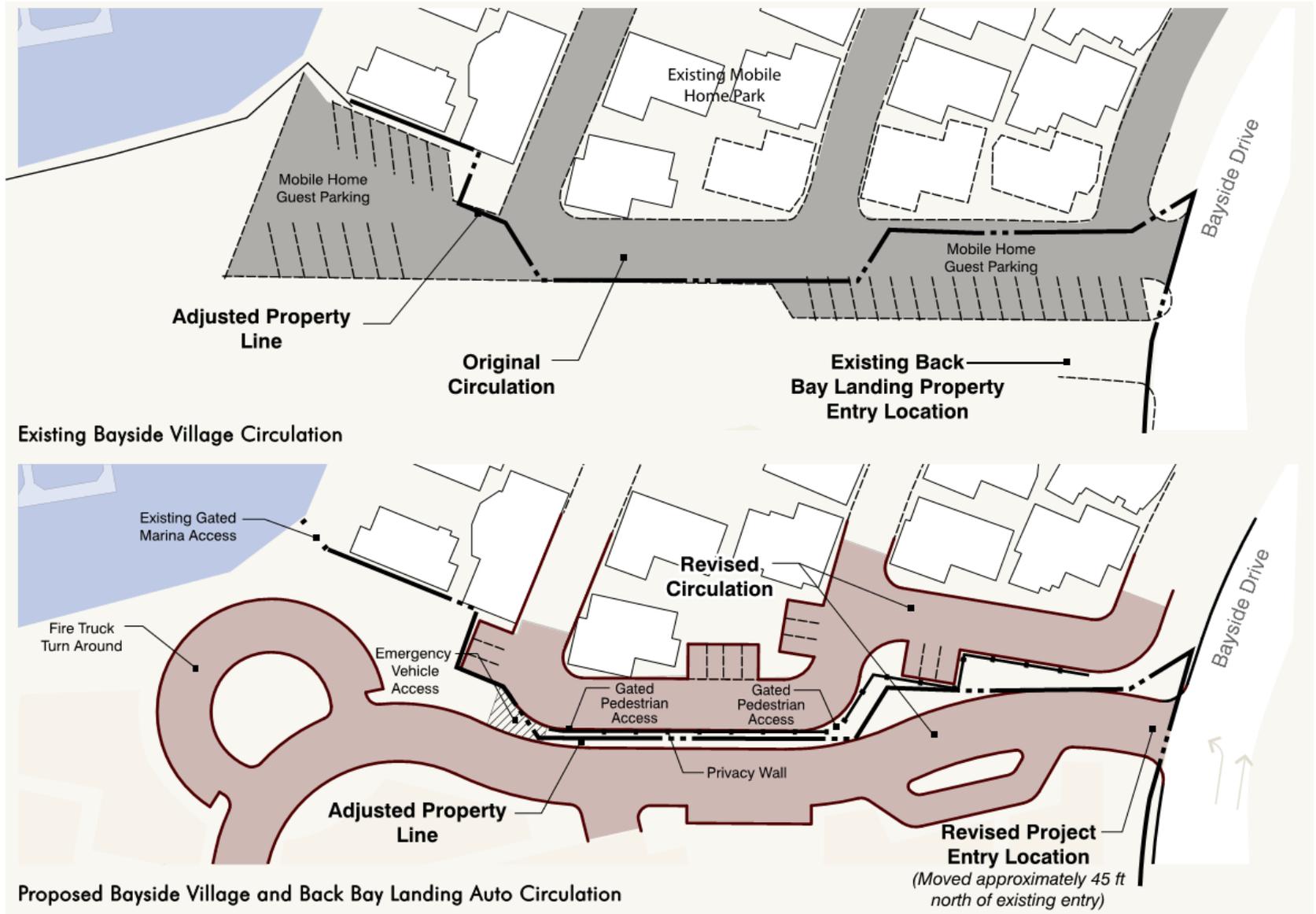
Bulkhead

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.



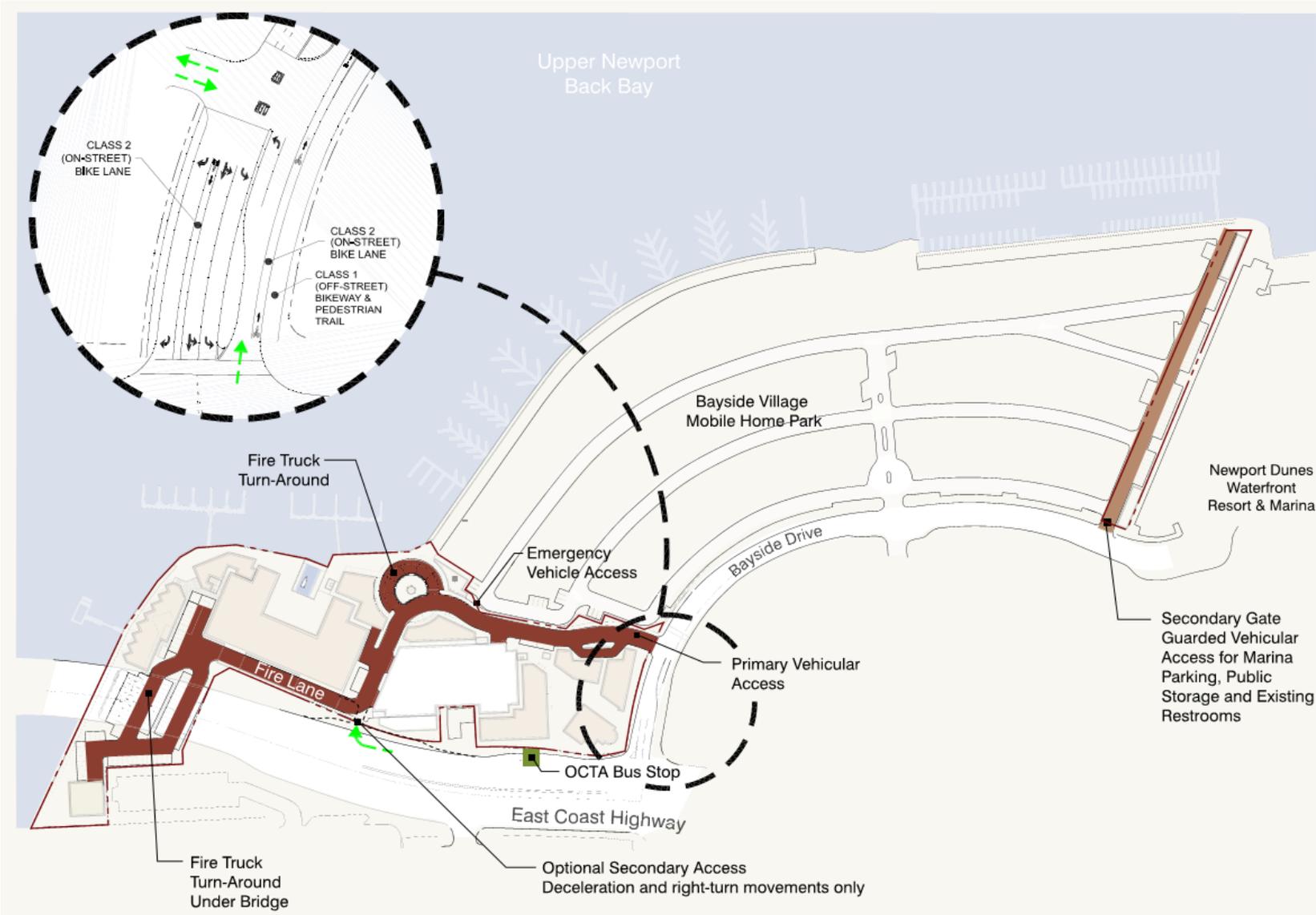
Bulkhead





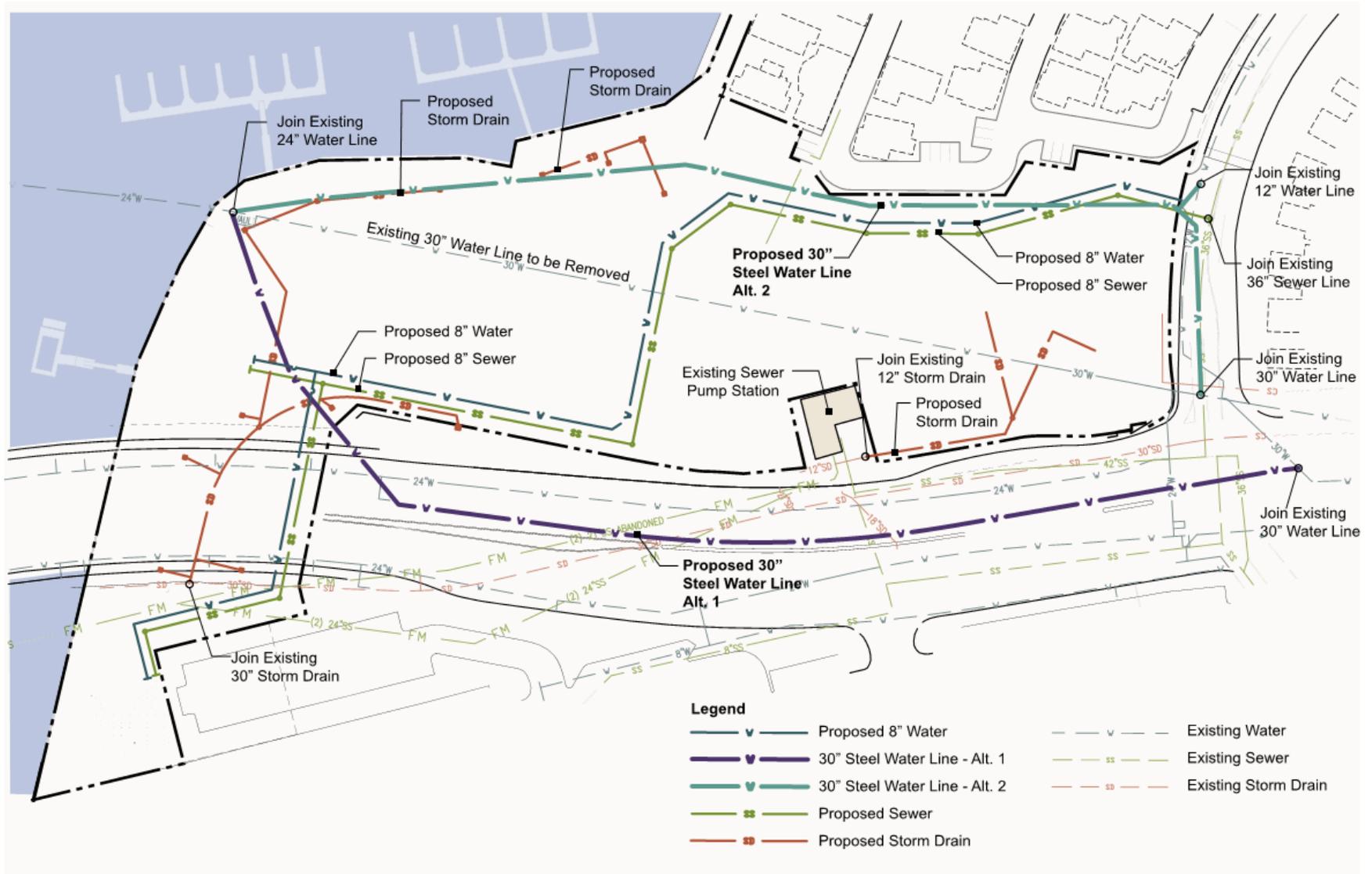
Relocated Driveway/Lot Line Adj.





Street Improvements





Utility Improvements



ENVIRONMENTAL ISSUES TO BE ANALYZED IN THE EIR

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources (Archaeology, Paleontology, and Historic Resources)
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Population/Housing
- Public Services (Fire, Police, Schools, Libraries, Parks)
- Recreation
- Transportation/Traffic
- Utilities and Services Systems (Water, Sewer, Solid Waste)
- Project Alternatives
- Growth Inducement



PROJECT ALTERNATIVES TO BE ANALYZED IN THE EIR

- Off-Site Location Alternative (Considered and Rejected)
- Alternative 1: No Project/No Build Alternative
- Alternative 2: No Project/Existing General Plan
- Alternative 3: Increased Residential/Reduced Commercial



PUBLIC REVIEW AND COMMENT PROCESS

USEFUL COMMENTS:

- Content of the EIR including comments related to:
 - Adequacy of impact analysis methodology and findings
 - Adequacy of mitigation measures
 - Adequacy of assessment of project alternatives
 - Errors, omissions, inconsistencies
 - Conclusions not based on evidence

NOT AS USEFUL:

- Whether you like the project or not.
- Whether you want the project approved or not.
- Issues not related to the project.

