

CHAPTER 3.0 PROJECT DESCRIPTION

3.1 Project Location

The City of Newport Beach is an urbanized coastal community located in western Orange County (refer to Exhibit 3-1). Newport Beach is bordered by the Cities of Irvine on the north and northeast and by Costa Mesa on the north and northwest. Crystal Cove State Park, which is located in unincorporated Orange County, is located southeast of the City's corporate boundaries. On the west, the incorporated limits of the City extend to the Santa Ana River; the City of Huntington Beach is located west of the Santa Ana River. The Pacific Ocean comprises the southwestern boundary of the City. The relationship of the City of Newport Beach with the region is illustrated in Exhibit 3-1 (Regional Location).

The City of Newport Beach has developed as a grouping of small communities or "villages," primarily due to the natural geographic form of the Newport Bay. Many of the newer developments, located inland from the bay, have been based on a "Planned Community" concept, resulting in an extension of the village form, even where no major geographic division exists. The various villages provide for a wide variety of type and style of development, both residential and commercial. The City includes lower density, single-family residential areas, as well as more intensively developed residential beach areas. Commercial areas range from master planned employment centers to marine industrial, neighborhood shopping centers, a regional shopping center, and visitor commercial areas.

The subject property currently consists of two parcels (APNs 052-013-12 and 052-013013) and a small portion (584 square feet) of a third parcel (APN 052-013-21), encompassing a total area of approximately 1.4 acres. The site is currently occupied by an existing 14-unit apartment building and single-family residence. The properties are located at 201 – 207 Carnation Avenue (west side of Carnation Avenue at the intersection of Ocean Boulevard) and 101 Bayside Place in the City of Newport Beach (refer to Exhibit 3-2, Vicinity Map). Project implementation includes the demolition of the residential structures that currently occupy the site. The existing apartment structure has a total of four levels, including three split levels that are visible above existing grade from the street; all four levels are visible from Newport Bay.

3.2 Environmental Setting

3.2.1 Existing Land Use

The site is currently occupied by a 14-unit apartment building, one single-family residence, as well as deteriorating gangway platform, pier walkway, and dock facilities. In addition, an on-grade staircase (built prior to 1961) presently exists on the bluff face that connects the apartment building with an existing, irregularly shaped, concrete pad. The existing apartment structure has a total of four levels, including three split levels that are visible above the existing grade from the street. All four levels of the existing building are visible from Newport Bay. Parking for the existing apartments consists of open carports at grade along Carnation Avenue. The lowest extent of a portion of the foundation of the existing apartment building down the site's bluff face is 42.3 feet using the North American Vertical Datum of 1988 (NAVD 88) measurement standard.¹ The single-family home on the site and two of the dwelling units within existing apartment building are occupied.

¹All references to an elevation in this EIR shall be to the *North American Vertical Datum of 1988* and are expressed in feet.

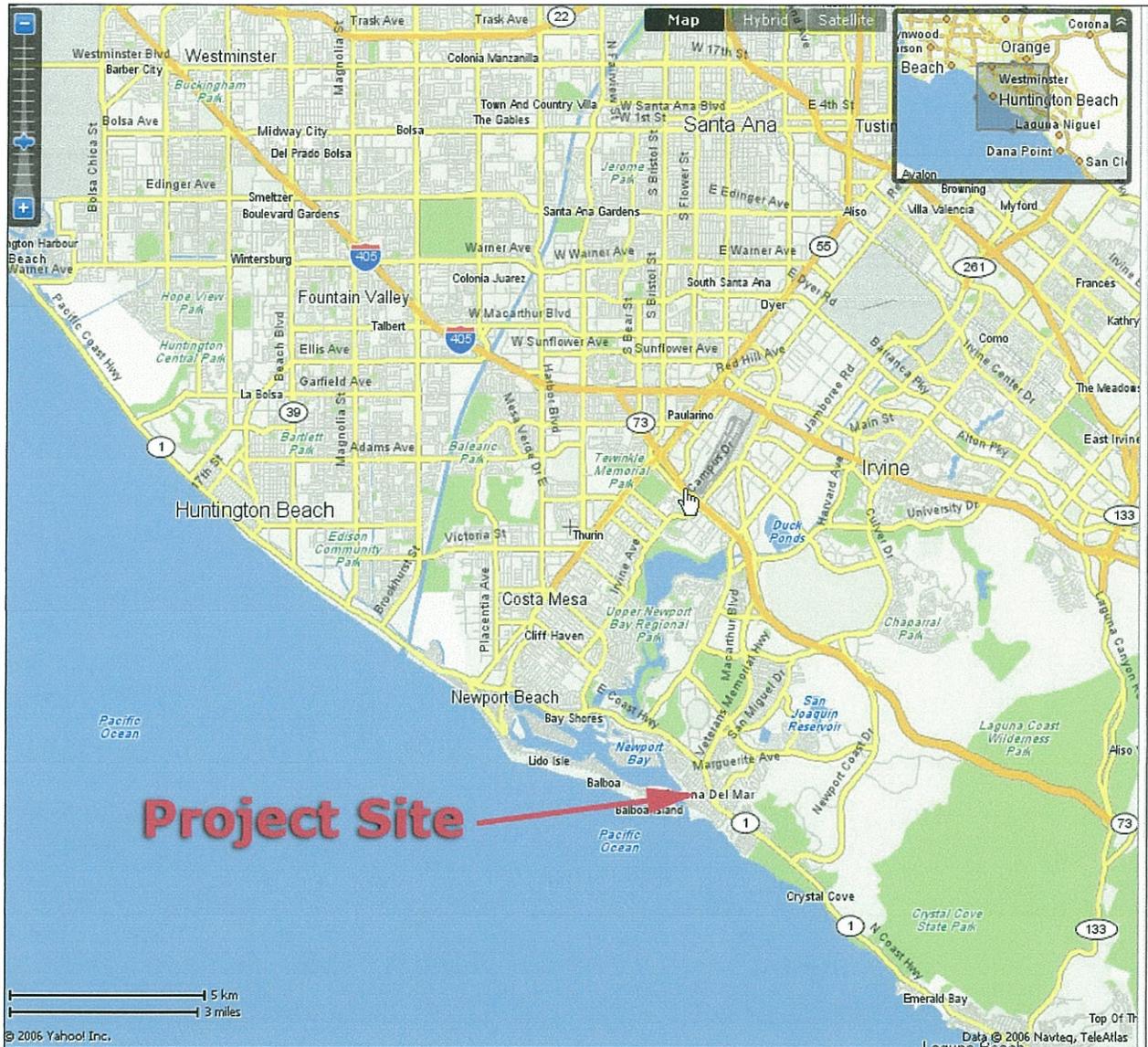
The site encompasses a portion of a steep coastal bluff located above the entrance to Newport Harbor. The west-facing portion of the site is subject to marine erosion with a rocky intertidal area at the base of the bluff that forms a small cove. The sand within the cove is typically submerged at high tide.

There is a public view through the property at the southern end of the site. This includes limited views of Newport Bay, the Balboa Peninsula, and the Pacific Ocean. The project site is visible from public vantage points on the Balboa Peninsula and the Newport Bay.

The existing buildings, including impervious surfaces with the exception of the bluff staircase, presently cover approximately 22 percent of the entire site, consisting of the highest and flattest portions of the site. Coverage is approximately 41 percent of the area of the site above mean higher high tide line. The existing apartment building was constructed in 1949 and the adjacent home on the site was built in 1955. The apartment building contains open carports and parked vehicles dominating the ground level of the building facing Carnation Avenue. The age and architectural character of the existing residential structures contrast with the character and quality of nearby homes, which have been remodeled and/or rebuilt and exhibit a variety of architectural themes that provide visual interest and variety, especially compared to the older and more mundane features of the existing buildings on subject property. The visual character of the area as viewed from Newport Bay and Balboa Peninsula is presently affected not only by the existing development on the project site, but also the existing development on surrounding properties.

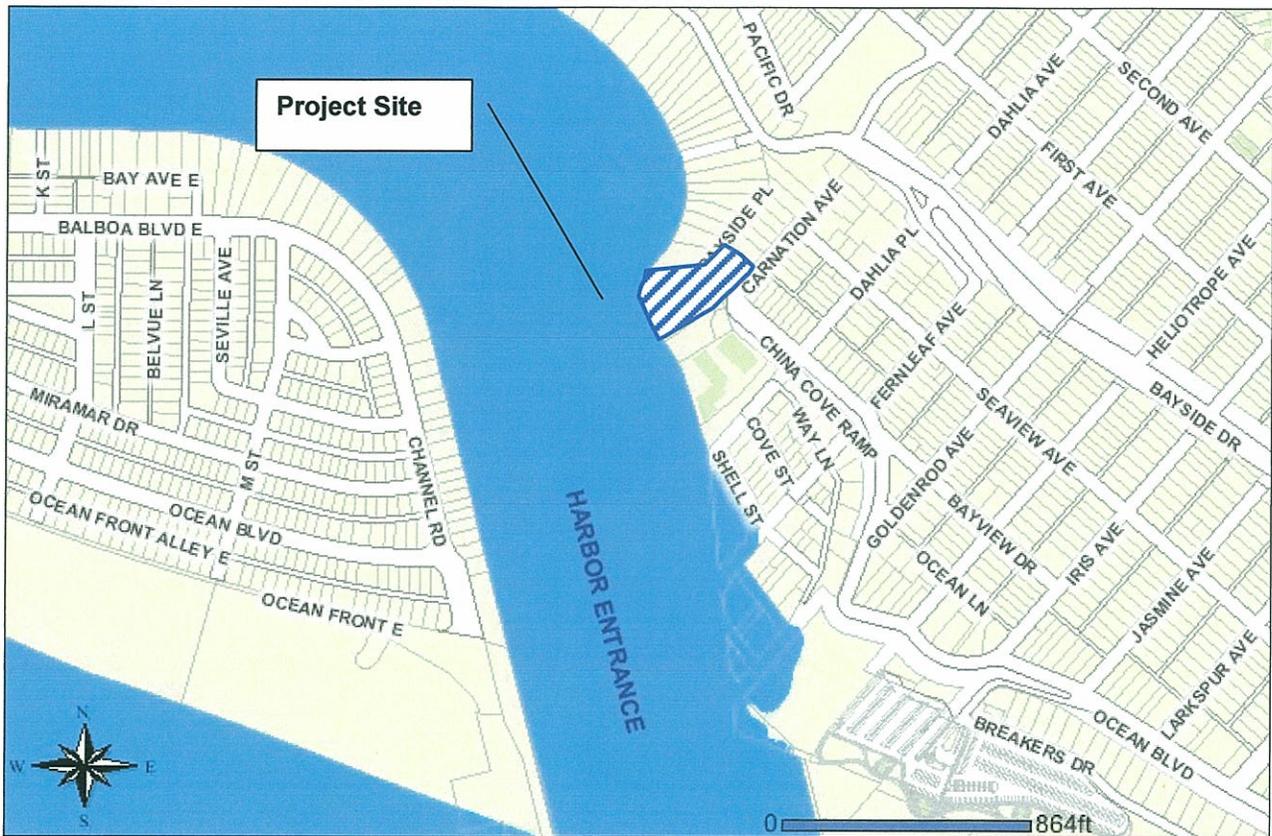
In addition to the residential structure identified and described above, the project involves the replacement of the existing landing/dock facility associated with the subject property. The existing docks can moor four (4) boats in the approximately 25-foot class. Eight (8) replacement slips and one guest side tie dock are proposed. The structural elements of the existing landing and docks are in very poor condition. The City has required the landowner to take action to remediate the hazard posed by the existing pier, gangway and piles, which are in a state of disrepair. In addition, the existing 20-foot long gangway will be replaced by a 44-foot gangway.

The project site and surrounding development are illustrated on Exhibit 3-3 (Aerial Photograph).



**Exhibit 3-1
Regional Map**

SOURCE: City OF Newport Beach



**Exhibit 3-2
Vicinity Map**

SOURCE: City of Newport Beach



SOURCE: City of Newport Beach

**Exhibit 3-3
Aerial Photograph**

Surrounding Land Uses

The area in the vicinity where the Property is located is nearly completely developed with a single- and multiple family residences (refer to Exhibit 3-3). A variety of architectural styles characterize the area. West of the site is the main entrance to Newport Bay from the Pacific Ocean and the eastern end of Balboa Peninsula. North of the Site are single-family and multiple-family residences on Carnation Avenue and Bayside Place. The northern side of Carnation Avenue is a developed coastal bluff that is not subject to marine erosion. The homes on Carnation Avenue overlook Bayside Place and the homes located on Bayside Place. The homes below the Site along Bayside Place were primarily constructed on previously filled submerged lands; however, the lower portion of the bluff was altered for the construction of Bayside Place and several homes along Bayside Place, including 101 Bayside Place (the “Sprague Residence”). South and east of the Site are a mix of single family and multi-family residential buildings and the Kerkchoff Marine Laboratory, all developed on the coastal bluff face between Ocean Boulevard and Newport Bay.

3.2.2 Existing General Plan

The subject property is located within Statistical Area F3, which encompasses single-family and multiple-family residential development in Corona del Mar generally west of Hazel Drive, east of Avocado Avenue and south of Bayside Drive. As illustrated in Exhibit 3-4, the largest portion of the subject property is designated RM (Multiple-Unit Residential – 20 du/ac) by the Land Use Element of the Newport Beach General Plan. In addition, a small portion of the site (528 square feet) located near the northwestern property boundary is designated RT (Two-Unit Residential). Based on the existing General Plan land use designations, 28 multiple-family residential dwelling units could be built on the site.

3.2.3 Coastal Land Use Plan

The City’s Coastal Land Use Plan (CLUP) was derived from the Land Use Element of the City’s General Plan and is intended to identify the distribution of land uses in the coastal zone. The majority of the subject property is currently designated RM-A (Medium Density Residential – 6.1 to 10 dwelling units per gross acre). In addition, a small portion of the site is designated RH-D (High Density Residential D – 50.1 to 60 dwelling units per gross acres). As prescribed in the CLUP, development within the coastal zone shall not exceed a development limit established by the General Plan or its implementing ordinances.

3.2.4 Existing Zoning

The majority of the subject property is zoned MFR (Multiple-Family Residential, 2,178), which would accommodate up to 20 du/ac based on one dwelling unit for every 2,178 square feet of land (refer to Exhibit 3-5). However, pursuant to Section 20.60.045 of the Newport Beach Municipal Code, the maximum density within the MRF (2178) zoning district is calculated using the total lot area minus the slopes in excess of 50 percent and submerged lands.

Total Site Area	61,284 square feet
Slope area greater than 50%	11,926 square feet
Area under mean higher high water elevation	28,413 square feet

The maximum density that would be permitted on the subject property is determined by subtracting the area of the site that exceeds 50 percent slope (11,926 square feet) and the area of the site located below mean higher high water (28,413 square feet) from the total project site area (61,284 square feet). This calculation results in a total of 20,945 square feet. Based on the minimum of 2,178 square feet of land area per dwelling unit, a maximum of 9 dwelling units would be permitted on the subject property. The project applicant is

proposing a total of eight dwelling units, which is consistent with the density provision of the MFR zoning classification.

A small portion of the site (584 square feet) is zoned R-2 (Two-Family Residential). The applicant has proposed a zone change to reclassify that small portion of the site to MFR, which would be consistent with the accompanying request to amend the Newport Beach Land Use Element to redesignate it as RM. Approval of the zone change (and General Plan Amendment) would eliminate the R-2 zoning and make the MFR zoning classification apply to the entire site. The MFR zoning classification permits higher density development than the R-2 zoning classification.

3.2.5 Physical Environment

Climate and Air Quality

The project site is located within the South Coast Air Basin (SCAB), a 6,600 square mile area encompassing all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. A persistent high-pressure area that commonly resides over the eastern Pacific Ocean largely dominates regional meteorology. The distinctive climate of this area is determined primarily by its terrain and geographic location. Local climate is characterized by warm summers, mild winters, infrequent rainfall, moderate daytime onshore breezes, and moderate humidity. Ozone and pollutant concentrations tend to be lower along the coast, where the constant onshore breeze disperses pollutants toward the inland valley of the SCAB and adjacent deserts. However, as a whole, the SCAB fails to meet national standards for several criteria pollutants, including ozone, carbon monoxide and PM₁₀, and is classified as a “non-attainment” area for those pollutants.

Geology and Seismicity

The project site is located in the seismically active southern California region. There are no active faults or fault systems known to exist on or in the immediate vicinity of the project site. In addition, the project site is not within an Alquist-Priolo Earthquake Fault Zone as illustrated on the maps issued by the State Geologist for the area. Although there are no active faults or fault systems known to exist on or in the immediate vicinity of the project site, it is subject to seismic shaking resulting from earthquakes occurring on one or more of the regional faults. The closest active faults within 50 miles of the project site are the Newport-Inglewood, Norwalk, and Raymond Faults. The Newport-Inglewood fault, which is the only active fault within or immediately adjacent to the City of Newport Beach, could generate a 7.0 magnitude or greater maximum credible earthquake.

The topography of the subject site slopes toward Newport Bay. The existing buildings are located on the upper portions of the bluff and bluff face. Site elevation ranges from approximately 70 feet above sea level at the top of the bluff to sea level on the west side of the site. The geologic units underlying the subject property and environs include artificial fill, marine and non-marine terrace deposits, and bedrock units assigned to the upper-middle Miocene Monterey Formation.

Drainage and Hydrology

As previously indicated, the entire site is developed and is occupied by 15 dwelling units, including 14 multiple family dwelling units and one single-family residential dwelling unit. Impervious surfaces cover the vast majority of the site, which is adequately served by the City's storm drain system located in the roadways that surround the site. The subject property is not located within the 100- or 500-year flood plain as delineated on the Flood Insurance Rate Map (FIRM) by the Federal Emergency Management Agency (FEMA) for the City of Newport Beach. Further, neither the subject property nor the surrounding residential development is located in an area of the City that is subject to flooding resulting from the failure of a levee or dam.



**Exhibit 3-4
Existing General Plan**

SOURCE: Newport Beach General Plan Land Use Element



**Exhibit 3-5
Existing Zoning**

SOURCE: City of Newport Beach

Hydraulic (i.e., ground water) flow is generally in a down-gradient direction, usually toward the nearest surface water body. Surface drainage in the project environs is anticipated to flow to the west, toward Newport Bay, which is adjacent on the west.

Transportation and Circulation

The subject property is bounded by Carnation Avenue and Ocean Boulevard. Regional access to the project area is available from West Coast Highway (California State Route 1) via the Corona del Mar Freeway (California State Route 73) MacArthur Boulevard and Jamboree Road and also from the Costa Mesa Freeway (California State Route 55) and Newport Boulevard. The area in which the subject property is located is served by a “grid” of residential streets that extends to the north and south from West Coast Highway. The site is located on Carnation Avenue near the intersection of Ocean Boulevard. Vehicular access to the project area is available from West Coast Highway via Marguerite Avenue. Neither of these local streets is designated as an Arterial or a Commuter Roadway on the City’s Master Plan of Streets and Highways. The area in which the subject property is located is primarily residential in nature.

Public Services and Utilities

Fire protection facilities and service to the subject property are provided by the Newport Beach Fire Department (NBFD). The NBFD operates and maintains eight fire stations to respond to emergency calls throughout the City. Fire Station No. 5 is located at 410 Marigold in Corona del Mar, less than one mile east of the site. This fire station is supported by one fire engine and one paramedic van. Fire Station No. 3 in Fashion Island is located less than two miles from the site. In addition to the City’s resources, the NBFD also maintains a formal mutual aid agreement with the Orange County Fire Authority (OCFA) and all neighboring municipal fire departments to facilitate fire protection in the City should the need arise. The Newport Beach Police Department (NBPD) is responsible for providing police and law enforcement services within the corporate limits of the City. The Police Department headquarters is located at 870 Santa Barbara Drive, at the intersection of Jamboree Road and Santa Barbara, less than two miles northwest of the subject property. Police and law enforcement service in the City is provided by patrols with designated “beats.”

The City of Newport Beach owns and maintains several sewer and water mains in the vicinity of the subject property, including those in Ocean Boulevard and Carnation Avenue. Sewer collection and wastewater treatment services are provided by the City of Newport Beach (local collection) and the Orange County Sanitation District (conveyance and treatment). In addition, all of the utilities (i.e., electricity, natural gas, and telephone) are currently available and serve the existing development. The project site receives electrical and natural gas service from Southern California Edison and Southern California Gas Company, respectively.

3.2.6 Social Environment

The City of Newport Beach is nearly fully developed with a diverse mixture of residential, institutional, commercial, industrial, and recreational and open space uses. The predominant land use in the City is residential, which is characterized by many distinct neighborhoods. Older communities were first developed along the coastline, including the Peninsula, West Newport, Balboa Island, and Lido Isle. The early housing is characterized by a diversity of multiple-family, single-family, and mixed-use housing located within proximity of commercial and visitor-serving uses. While single-family attached and detached residential development comprise the majority of housing in the City, many multiple-family dwelling units, including condominium, apartments, duplex, triplex, and fourplex units, exist in Newport Beach and, in particular, in the older neighborhoods including West Newport.

Between 1980 and 2005, 11,127 housing units were added to the City's inventory of housing stock. Although the rate of increase in housing within the City has slowed since 1990, the City averaged approximately 200 to 300 dwelling units per year between 2001 and 2005 (with the exception of 2003, which included the annexation of Newport Coast). The total number of housing units as of January 1, 2005 was estimated to be 42,143, including approximately 26,000 units (62 percent) that are single-family attached and detached homes. Thirteen percent of the units (5,475 homes) were duplex, triplex, and fourplex units. Other multiple-family dwelling units in the City in 2005 totaled 9,721 (23 percent). The remainder of the dwelling units in the City were mobile homes (863 or two percent). The overall vacancy rate of housing in the City of Newport Beach ranged from 10.1 and 11.3 percent between 1980 and 2000, respectively; however, there are a significant number of homes in the City that are classified as seasonal units and second homes. The vacancy rate in all units in the City in 2005 was reported to be 10.91 percent.]]

A variety of retail uses are located throughout the City and include those in neighborhood shopping centers, commercial strips and villages, and shopping centers, with the largest being Fashion Island, a regional center that is framed by a mixture of office, entertainment, and residential uses. Other neighborhood retail centers are located throughout the City. In addition to the retail uses, the City also supports a variety of professional office uses, which are located mostly within Newport Center and the Airport Area. Industrial uses are primarily located within the West Newport Mesa area, east of Banning Ranch, and include a variety of industrial, manufacturing, and supporting retail uses. Research and development uses are clustered in the Airport Area while government, educational, and institutional uses are scattered throughout the City. One of the primary locations for medical uses in the City is near Hoag Hospital, which is located at the intersection of West Coast Highway and Newport Boulevard.

3.3 History and Evolution of the Proposed Development

Prior environmental documents were prepared in 2007 and 2008 for the Aerie residential project (PA 2005-196) and were the subject of public review and hearing. These documents evaluated the redevelopment of the subject property with a 9-unit residential condominium development, which was subsequently revised to address, among other things, aesthetic impacts and to respond to the Predominant Line of Existing Development (PLOED) established in 2007 for the proposed project. The prior applications did not include the replacement of the existing landing and dock facilities that are located in Carnation Cove.² Because these facilities currently exist in a deteriorated condition and pose a potential safety hazard, new docks were designed and incorporated into the proposed project. As a result, the Aerie residential project that is the subject of this environmental analysis has been expanded to include the replacement of the existing deteriorated landing and dock facilities existing within Carnation Cove, in addition to the proposed 8-unit residential condominium development proposed by the applicant, Advanced Real Estate Services, Inc. As a result of those revisions, the City conducted a subsequent environmental analysis in April 2008 that contained an assessment of the proposed 8-unit project and boat dock facility.

Public hearings were conducted following the public review period for the Mitigated Negative Declaration prepared for the project. The Newport Beach Planning Commission recommended approval of the project at a public hearing on June 19, 2008. The City Council, which conducted a public hearing on July 22, 2008, received public testimony and requested additional information related to the proposed project and the environmental analysis. No action was taken on the project and the public hearing was continued

² The cove located on the project site and studied in the technical reports prepared for this MND is sometimes referred to within this MND as "Carnation Cove." Although local usage of the term "Carnation Cove" generally refers to a larger area of shoreline extending north of the project site, for purposes of the analysis contained in this MND and the technical reports prepared in connection with this MND, the evaluation is based upon site-specific analysis of the cove located on the project site. Therefore, references to "Carnation Cove" within this MND include, and in some instances are limited to, the beach area and cove on the project site.

indefinitely to allow time for City staff and the applicant to respond to the City Council's request for additional information. Subsequently, a decision was made to prepare a Draft Environmental Impact Report.

3.4 Description of the Proposed Project

The project applicant, Advanced Real Estate Services, Inc., is proposing to develop the 1.4-acre site with an 8-unit condominium development as illustrated in the Conceptual site Plan (refer to Exhibit 3-6) and as described below.

Residential Structure

The Project will consist of a total of six levels, including: (a) four above grade floors consisting primarily of living space, but with some parking areas on the first and second floors; and (b) two subterranean levels with common recreation areas, mechanical and electrical areas, storage areas, and parking levels (the "basement" and, at the lowest level, the "sub-basement"). Exhibits 3-7 through 3-12 illustrate each of the six levels of the proposed residential structure; cross-sections of through the site are shown in Exhibit 3-13 and 3-14.

Three residential levels will be visible from Carnation Avenue above the existing street grade. Four residential levels will be visible when viewed from Newport Bay. In total, the Project will encompass 61,709 square feet, which includes living areas, storage areas, parking, and circulation and mechanical areas. Exhibits 3-15 and 3-16 illustrate the proposed architectural character of the project.

The floor area allocations for each of the eight condominium units are summarized in Table 3-1.

**Table 3-1
 Project Statistical Analysis**

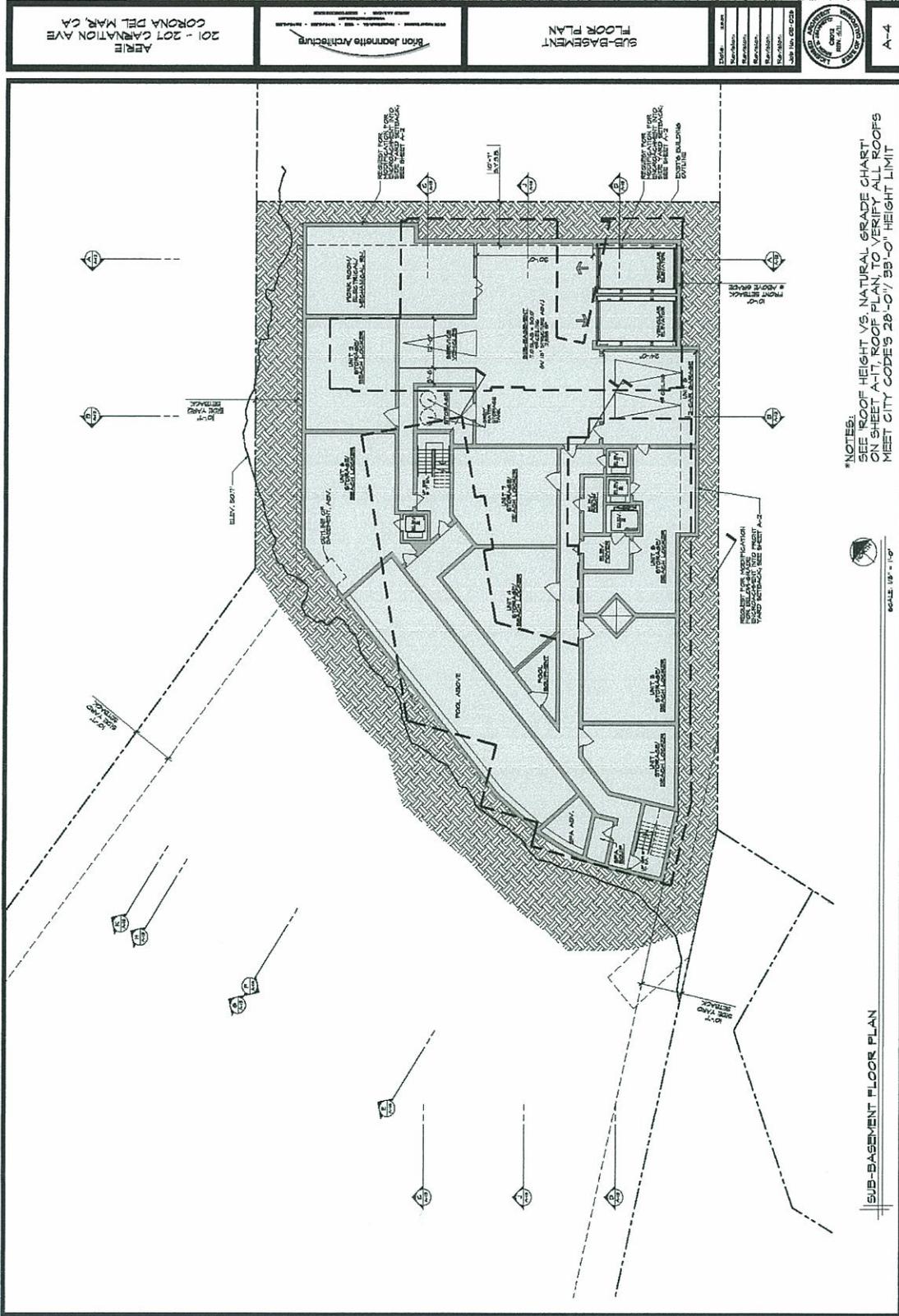
Unit No.	No. of Levels	Living Area (Sq. Ft.)	Garage (Sq. Ft.)	Storage (Sq. Ft.)	Total (Sq. Ft.)
1	1	3,716	416	471	4,603
2	1	3,204	410	705	4,319
3	1	2,662	397	648	3,707
4	1	2,916	418	709	4,043
5	2	4,990	483	1,143	6,616
6	2	4,130	436	889	5,455
7	1	3,745	399	674	4,818
8	1	4,063	552	704	5,319
Sub-Total		29,426	3,511	5,943	38,880
Parking/Circulation/ Common Area					22,829
Total					61,709

SOURCE: Brion Jeannette Architecture

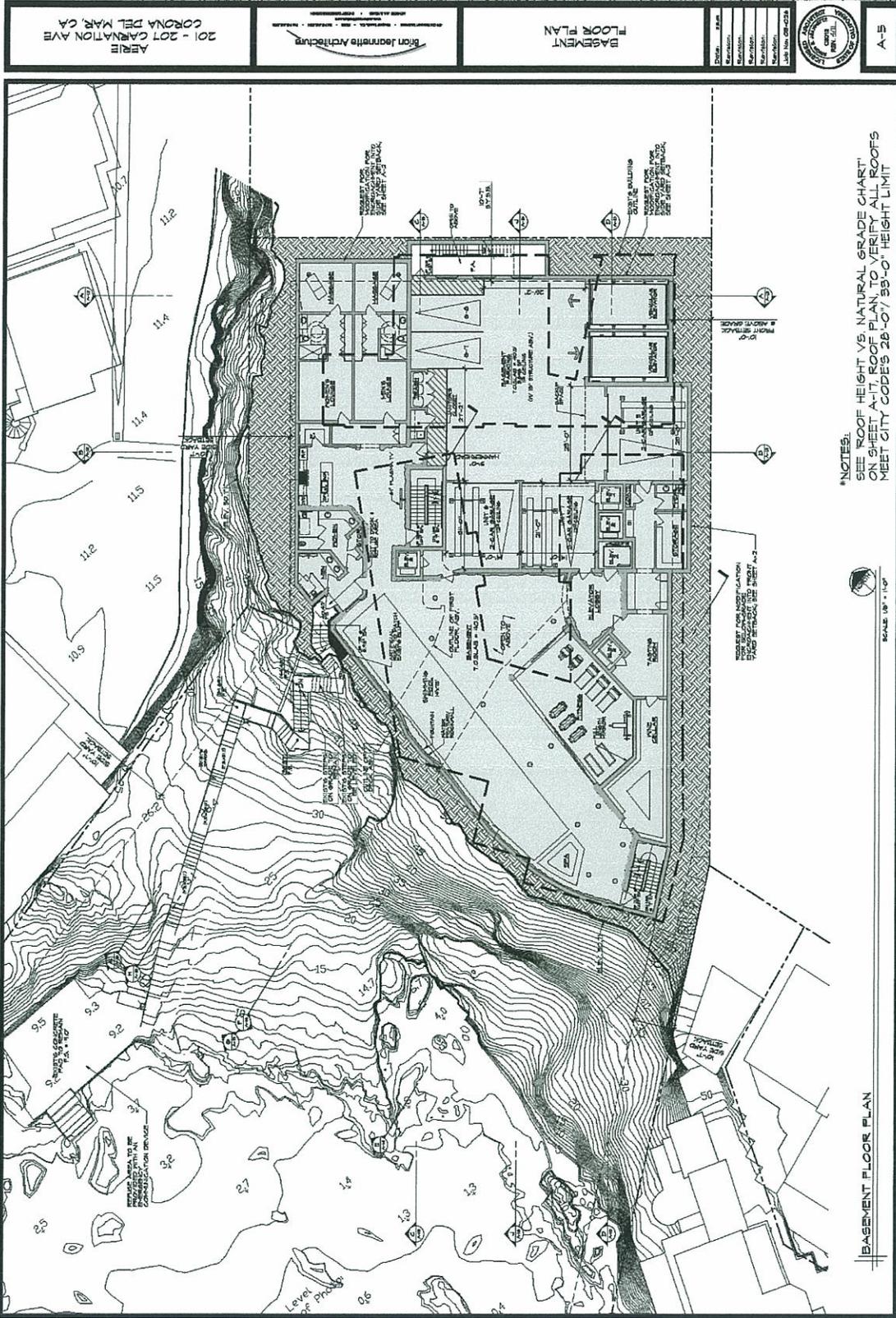


AERIE - SITE PLAN

**Exhibit 3-6
Site Plan**



**Exhibit 3-7
 Sub-Basement Floor Plan**



**Exhibit 3-8
Basement Floor Plan**

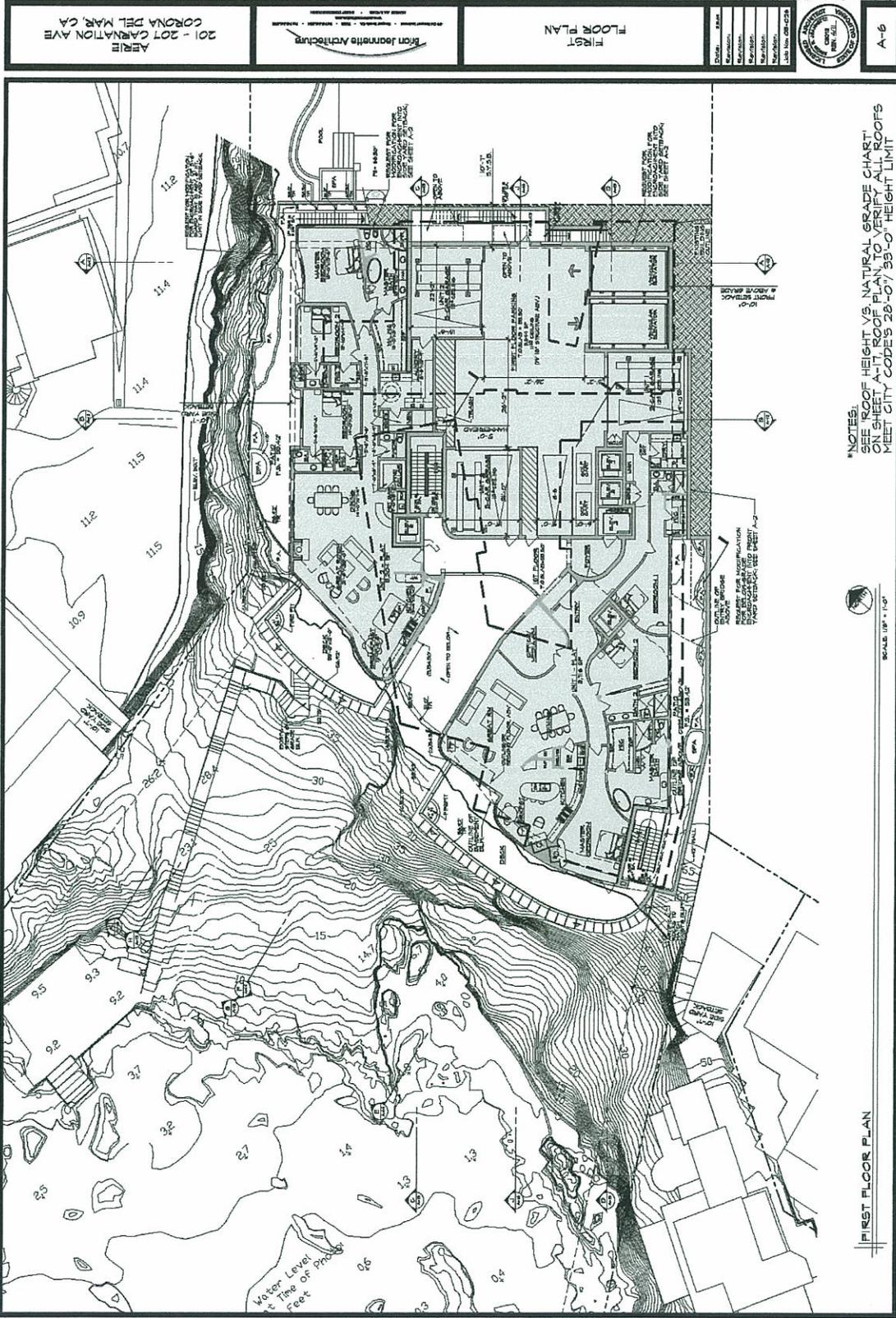


Exhibit 3-9
First Floor Plan

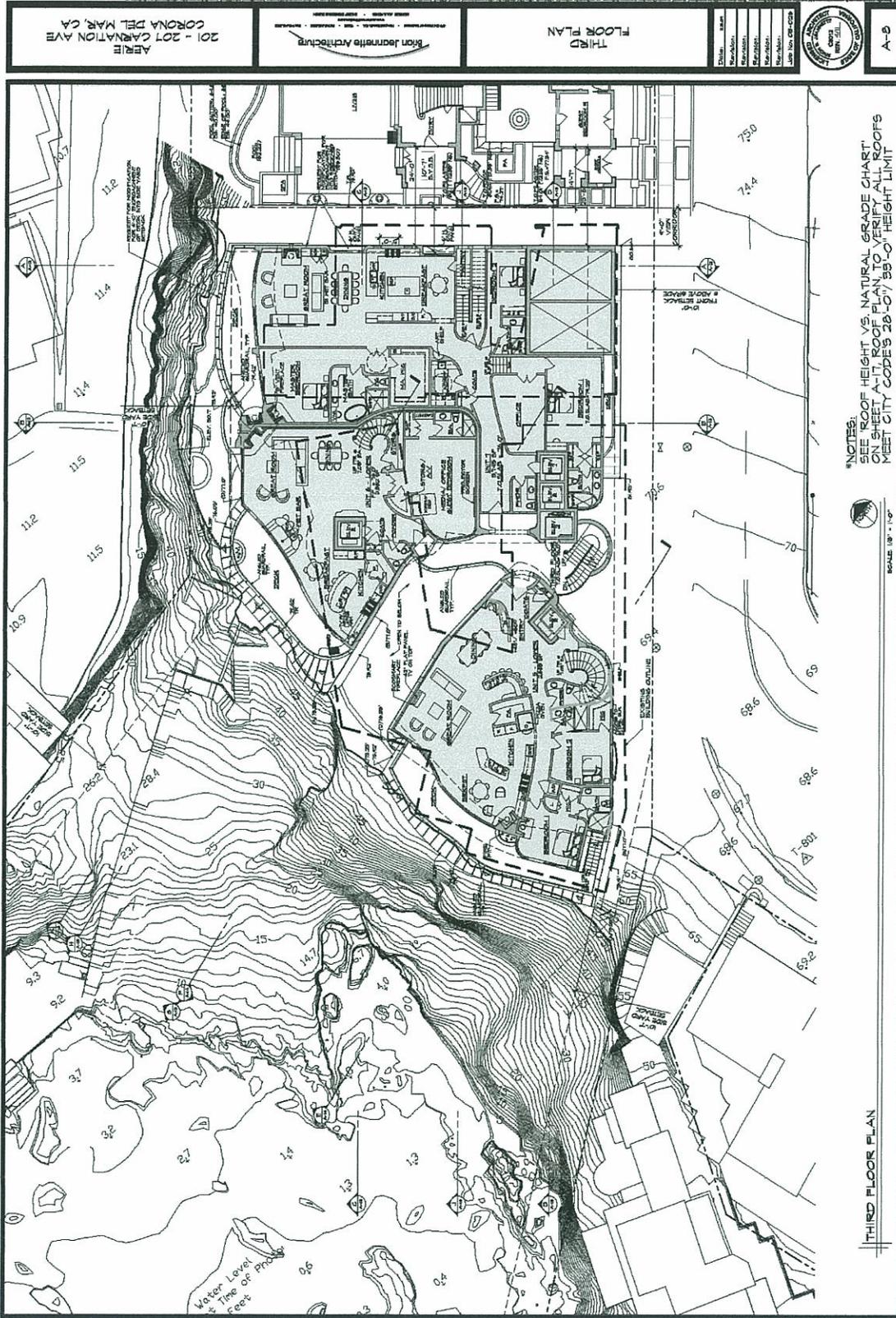


Exhibit 3-11
Third Floor Plan

	<p style="font-size: small;">DATE: _____</p> <p style="font-size: small;">REVISIONS:</p> <p style="font-size: small;">NO. DESCRIPTION</p> <p style="font-size: small;">BY DATE</p> <p style="font-size: small;">APPROVED:</p> <p style="font-size: small;">DATE</p> <p style="font-size: small;">JOB NO. 09-008</p>
<p>EXTERIOR ELEVATIONS</p>	<p>A-10</p>
<p>IRON JOHANNIS ARCHITECTURE</p>	
<p>201 - 207 CAROLAN AVE CORONA DEL MAR, CA</p>	

Exhibit 3-15 South and West Building Elevations

As indicated in Table 3-1, each condominium unit will have a private storage room that will be located in the sub-basement level. Common amenities include a fitness facility, lounge, patio, locker room, exercise room, and a pool located on the basement level that will be partially open to the sky allowing light and air to circulate to the pool area. At least two parking spaces are provided and designated for each unit, with an additional eight (8) guest, one (1) service, and two (2) golf cart parking spaces spread throughout the sub-basement, the basement, and the First and Second Floors. The Second Floor is approximately four (4) feet below the grade of Carnation Avenue and will house residential units, one (1) two-car garage, and five (5) guest parking spaces, as well as bicycle and motorcycle parking accommodations. Below street grade parking is hidden from public view and is accessed from Carnation Avenue utilizing two automobile elevators. The existing upper portion of the on-grade stairs that currently provide private access from the apartment building to the water and existing docks will be removed. The existing on-grade stairs (built prior to 1961), which are seaward of the proposed residential structure, will be connected to the building by an on-grade stair at the Basement Level.

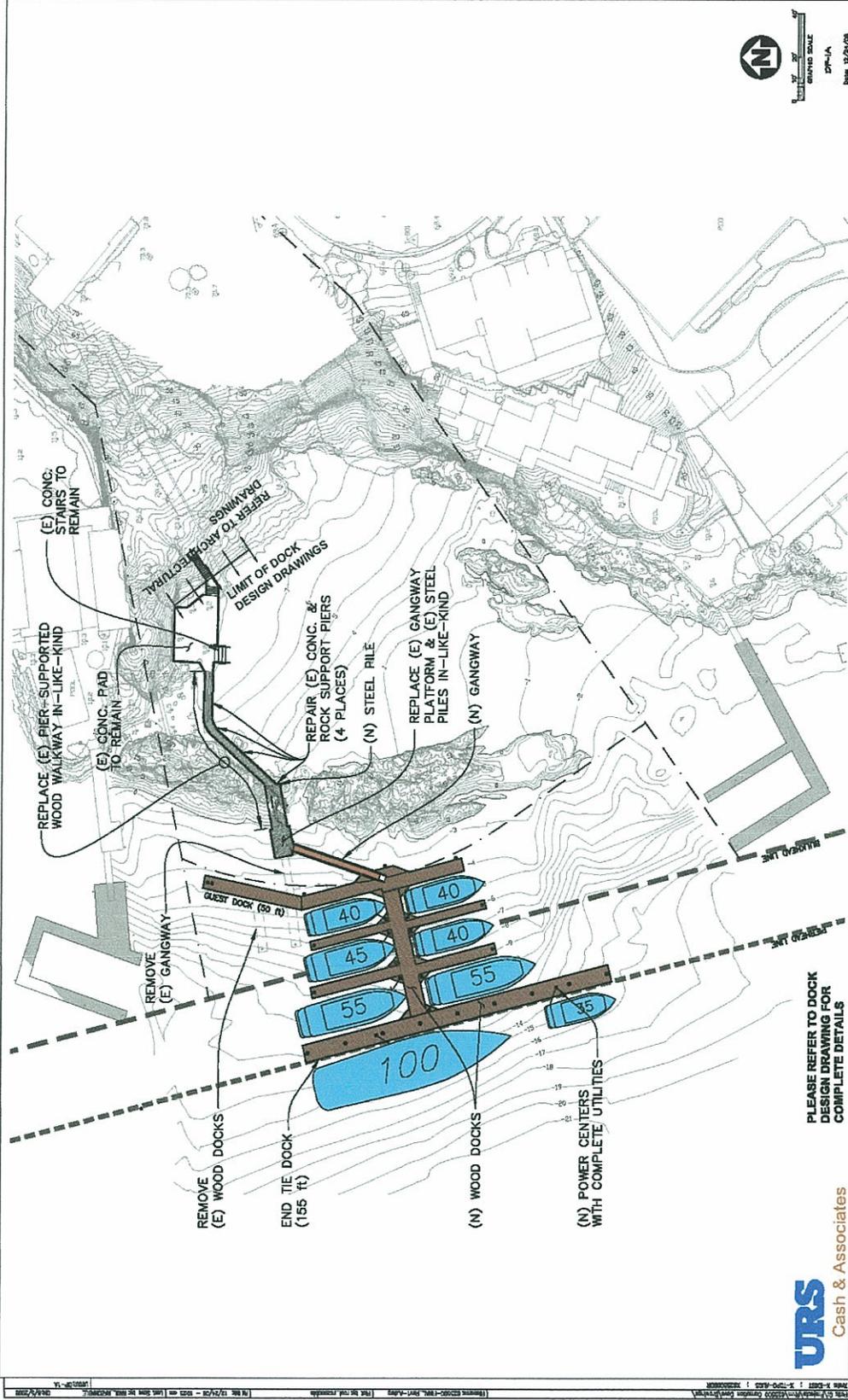
The City Council has established a predominant line of existing bluff face development for the Site (PLOED) at elevation 50.7 feet. New development on the bluff face is proposed to be more than two feet higher than the PLOED at elevation 52.83 feet, except for an emergency exit at elevation 40.5. As a point of reference, the lowest reach down the bluff face of the existing apartment building is 42.3 feet, or approximately eight feet lower than the proposed residential structures (other than the proposed emergency exit). The basement and sub-basement levels are subterranean and will not be visible from either the street or Newport Bay. Outdoor patios, decks, spas, and firepits are proposed at each above grade level. The Project will encroach into the front and side setbacks; however, the majority of the encroachments are subterranean. Approximately 25,240 cubic yards of earth will be excavated and removed from the site.

The Docks

In addition to the residential structure identified and described above, the project applicant is also proposing the replacement of the existing landing/dock facility associated with the subject property as illustrated in Exhibit 3-18.

The structural elements of the existing gangway platform, pier walkway, and floating docks (timber frame, concrete pontoons, and timber deck) are in very poor condition. The City has required the applicant to remove or rebuild the docks due to their deteriorated and unsafe conditions. The existing docks can accommodate four (4) boats in the approximately 25-foot class. Eight (8) replacement slips and one (1) guest side-tie dock are proposed. The new dock layout will accommodate boats up to 100-feet in length and the proposed layout is depicted on the Dock Replacement Plan (Exhibit 3-18).

The new docks will consist of timber docks supported by rotationally molded plastic pontoons, which require less draft (bottom clearance) than concrete floats, allowing the dock system to be located as close to an existing rock outcropping as possible. The six (6) steel dock guidepiles that support the existing docks will be removed and replaced with 19 new guide piles supporting the new dock system. Of these 19 piles, nine (9) will be large diameter piles (approximately two-foot diameter). All guidepiles will be pre-stressed concrete piles set in pre-drilled, augered holes. The existing 20-foot long gangway will be replaced by a 60-foot long gangway.



**Exhibit 3-17
Dock Plan**

As illustrated in the Dock Replacement Plan (refer to Exhibit 3-18), the pile-supported pier walkway between the existing gangway platform and the existing concrete pad will be repaired/replaced with a structure in-like-kind (timber-framing system, a 2x timber deck, and timber railings all around). The existing concrete piles supporting the walkway will be repaired in the form of concrete repairs. The gangway platform construction will include the repair or replacement of four (4) steel piles, timber framing with metal connectors, and a 2x timber deck with railings all around. The existing concrete pad, concrete steps, and safety railings will be repaired and patched as necessary.

Green Architecture Design Criteria

The proposed Aerie project has been designed utilizing “green” architecture criteria. As a result, the project will be constructed with both active and passive sustainable design elements that enhance the project design, reduce the amount of energy utilized, and minimize the project footprint on the environment. The active and passive “green” strategies that will be implemented include:

Passive Strategies

- Design to maximize solar orientation to increase the use of daylighting concepts and reduce energy usage.
- Use of high-thermal mass for capturing and retaining heat through solar heat gain apertures.
- Optimum overhangs to minimize harsh summer sun exposures while allowing winter heat gain.
- Natural ventilation systems that capitalize on prevailing ocean breezes and thermal convection dynamics.
- Dual paned glazing systems using “Low-E” glass (both non-mechanical and hybrid systems).
- Gray water retention for property irrigation.
- Use of environmentally friendly and sustainable materials.
- Integration of California drought tolerant landscape materials.

Active Strategies

- Solar domestic hot water and pool heating
- Solar photovoltaic arrays to generate electricity
- Multi-zoned, high velocity hydronic heating and cooling systems.
- Instantaneous hot water boilers with solar domestic hot water assist.

Other Design Elements

- Renewable wood materials and sustainable fly ash concrete construction.
- Reduction of greenhouse gas emissions.
- Reduction of energy use through high efficacy lighting fixtures.
- Cross ventilation systems.
- Lutron Homeworks interactive lighting control systems.

Construction Management Plan

A Construction Management Plan (CMP) has been prepared as a component of the proposed project. The CMP addresses all aspects of the construction phase (e.g., phasing, schedule, construction equipment, and the construction process). In addition, the CMP also addresses parking management (e.g., off-site and short-term parking, staging, etc.), traffic control (e.g., haul routes and delivery requirements), safety and security (e.g., pedestrian protection, fencing, and safety and security), air

quality control and noise suppression measures (e.g., dust control, noise control vibration monitoring); and environmental compliance/protection (e.g., erosion and sediment control and beach protection, water quality control and environmental protection measures). The Construction Management Plan is included as Appendix B.

3.5 Project Phasing

The applicant is proposing to construct the project in four discrete phases over a period of approximately 32 months based on the schedule summarized in Table 3-2. The Construction Management Plan is presented in Appendix B. This schedule is preliminary and may change based, intervening weather conditions or other unanticipated circumstances.

**Table 3-2
 Proposed Construction Phasing**

Phase	Construction Activities	Duration¹
1	Asbestos and lead-based paint removal, demolition, caisson placement and grading. Grading is comprised of three segments of earth removal, and lagging	6 Months
2	Concrete placement consisting of shotcrete shoring, placement of structural slabs and walls, waterproofing, and sub-slab drainage systems. Integration of site drainage, plumbing underground and electrical underground systems.	18 Months
3 ²	Metal study wall framing will begin on lower levels and work up. Integration of rough plumbing, mechanical, and electrical systems will follow after steel stud walls are in place. Both vehicular elevators will be installed and operational at this time. Installation of windows and doors will occur, as will planting of large plant materials at site's bayward side. Finally, construction of the docks will occur.	13 Months
4	Finishes will be installed. Exterior finishes such as exterior plaster, roofing systems, stone veneer, guard rails, exterior lighting and solar panels will be installed, as will the balance of the landscaping and hardscape/paving, artificial rock finishes, softscape, landscape lighting and drainage systems. Interior finishes will be installed, including drywall, painting, cabinetry, stone and tile at counters, walls and floors.	11 Months

Phase	Construction Activities	Duration ¹
<p>¹Because of overlapping phases, the total duration of construction is estimated to be 32 months.</p> <p>²Phase 3 will start before Phase 2 is completed so that the majority of Phase 2 and Phase 3 will occur simultaneously.</p> <p>SOURCE: Brion Jeannette Architecture (February 23, 2008)</p>		

3.6 Project Objectives

The Aerie Project Objectives are set forth below. Some of the Project Objectives consist of a general introductory statement, complemented by reference to specific actions proposed by the Applicant to achieve that Objective. Those specific listed actions, *standing alone*, are not the Project Objectives, but provide both a qualitative and quantitative context to help the reader better understand the scope and scale of the Applicant’s Project’s Objectives and assist in the comparative evaluation of the Project Alternatives in the Project’s Environmental Impact Report. For example, the specific actions listed under Project Objective 6 are not intended to suggest, for instance, that a project alternative not providing a drinking fountain at a public vantage point would not, therefore, meet Project Objective 6. Rather, the combination of those specific listed actions is intended to allow assessment of the scope and scale of Project Objective 6 by explaining how the Project itself intends to “*protect and enhance scenic views to the harbor from public vantage points in the immediate neighborhood.*”

The Project Objectives are:

1. To develop a state-of-the-art multi-family residential condominium project, with a sufficient number and size of units to justify (a) the incorporation of advanced design which reflects the architectural diversity of the community and adds distinction to the harbor and the neighborhood, (b) the use of energy-conserving technology described in Project Objective 3, and (c) the inclusion of common amenities reflected in Project Objective 4.
2. To enhance the aesthetic quality of the neighborhood by replacing a deteriorating 60-year old structure with a high-quality residential project utilizing unique modern design principles and featuring (a) the elimination of conventional garage doors for all units, (b) the concealing of all parking from street view, (c) significant landscape and streetscape enhancements, (d) the removal of two existing power poles on Carnation Avenue, as well as the associated overhead wires, and (e) replacing these features by undergrounding the new wiring.
3. To replace an energy *inefficient* structure typical of mid-20th Century development with an advanced, highly efficient structure designed to incorporate energy-saving, sustainable, and environmentally sensitive technology, construction techniques, water quality treatment elements, and other features designed to conserve energy and/or improve the existing environment to a greater degree than required by current applicable regulations.

4. To provide amenities commensurate with most newer residential development in comparable bayfront locations in the City. Such amenities generally include a dock for each residence, ample storage space, and common recreational and health facilities, such as a swimming pool and fitness center.
5. To enhance public access to the coast by increasing the number of available public street parking spaces through the use of new technology and creative design which will limit project entry and exit points, thereby minimizing curb cuts and exceeding on-site the number of resident and guest parking required for the project.
6. To protect and enhance scenic views *to* the harbor and the ocean from designated public vantage points in the immediate neighborhood by (a) significantly expanding the existing public view corridor at the southern end of project site, (b) creating a new public view corridor at the northern end of the project site, (c) removing two existing power poles on Carnation Avenue, as well as the associated overhead wires, all of which presently obstruct the view from certain perspectives, (d) replacing the existing poles and overhead wiring by undergrounding the new wiring, and (e) providing a public bench and drinking fountain at the corner of Carnation Avenue and Ocean Boulevard to enhance the public viewing experience.
7. To enhance public views of the project site *from* the harbor by (a) maintaining all visible development above the predominant line of existing development (PLOED), (b) incorporating into the project the property at 207 Carnation Avenue, which presently is within the Categorical Exclusion Zone and, if not part of the project, would not be subject to the PLOED, (c) replacing the existing outdated apartment building with modern, organic architecture with articulated facades to conform to the topography of the bluff, and (d) removing the unsightly cement and pipes and the non-native vegetation on the bluff face and replacing it with an extensive planting of native vegetation.
8. To minimize encroachment into private views by maintaining a maximum building height on average four feet below the zoning district's development standards.

3.7 Project Processing Requirements and Requested Entitlements

Project implementation will necessitate the approval of the following discretionary actions by the Newport Beach City Council:

- General Plan Amendment (GP2005-006)

This action would change the land use designation of the 584 square foot portion of the parcel located at 101 Bayside Place from RT (Two-Unit Residential) to RM (Multiple-Unit Residential, 20 dwelling units per acre) on the Land Use Element of the General Plan.

- Coastal Land Use Plan Amendment (LC2005-002)

The amendment to the CLUP would result in a change in the Coastal Land Use Plan designation of the same 584 square foot portion of the parcel at 101 Bayside Place from RH-D (High Density Residential – 50.1 to 60 dwelling units per acre) to RM-A (Medium Density Residential – 6.1 to 10 dwelling units per acre).

- Zone Change (CA2005-009)

Approval of the zone change would change the zoning designation of the 584 square foot portion of the parcel located at 101 Bayside Place from R-2 (Two-Family Residential) to MFR (Multi-family Residential, 2,178 square feet per unit).

- Tentative Tract Map (NT2005-004/TT16882)

TTM 16882 will combine the 584 square foot portion of the parcel located at 101 Bayside Place with parcels identified as 201 – 205 Carnation Avenue and 207 Carnation Avenue, and will subdivide the air space for eight (8) residential condominium units.

- Modification Permit (MD2005-087)

The modification permit would allow: (1) above and below grade building encroachments within the 10-foot front yard setback along Carnation Avenue; (2) 42-inch high protective guard rails within the required 10-foot front setback along Carnation Avenue where they are restricted to 36 inches; (3) above and below grade building and balcony encroachments within the required 10' 7" side yard setback abutting 215 Carnation Avenue; (4) and balcony encroachments within the 10' 7" side yard setback abutting Bayside Place.

- Coastal Residential Development Permit (CR2005-002)

This permit would allow demolition of the existing dwelling units within the Coastal Zone pursuant to Chapter 20.86 of the Newport Beach Municipal Code.