

3 PROJECT DESCRIPTION

3.1 Purpose

The purpose of the Project Description is to describe The Koll Center Residences Project (Proposed Project or Project) to allow for meaningful review by reviewing agencies, decision makers, and interested parties. Section 15124 of the California Environmental Quality Act (CEQA) Guidelines (14 California Code of Regulations § 15124) requires that a project description for an environmental impact report (EIR) contain (1) the precise location and boundaries of a project site; (2) a statement of objectives sought by a project including the underlying purpose of the project; (3) a general description of a project's characteristics; and (4) a statement briefly describing the intended uses of the EIR, including a list of the agencies that are expected to use the EIR in their decision making, a list of the permits and other approvals required to implement the project, and a list of related environmental review and consultation requirements required by federal, State, or local laws, regulations, or policies. An adequate project description need not be exhaustive, but should supply the detail necessary for project evaluation.

3.2 Project Location

The project site is at 4400 Von Karman Avenue in the City of Newport Beach, County of Orange, California. Figure 3-1, *Regional Location Map*, and Figure 3-2, *Local Vicinity*, depict the project site in a regional and local context. The approximately 13.16-acre project site includes land legally described as Assessor Parcel Numbers (APNs) 445-131-04, -09, -29, and -30. The site is relatively flat at an approximate elevation of 46 to 52 feet above mean sea level (msl).

The project site is an irregularly-shaped property generally bordered by Birch Street to the northeast, Von Karman Avenue to the west, and existing office uses and associated surface parking lots and parking structures to the east and south within Koll Center Newport. Koll Center Newport is an approximately 154-acre mixed-use development area generally bordered on the northeast by Campus Drive, on the southeast by Jamboree Road, and on the west by MacArthur Boulevard.

Regional access to the site is from State Route 73 (SR-73) via Jamboree Road to the south and Interstate 405 (I-405) via Jamboree Road to the north. Vehicular access to the site is provided from Birch Street and Von Karman Avenue. Currently, there are three driveways on Birch Street and two driveways on Von Karman Avenue.

The project site is approximately 0.5 mile southwest of John Wayne Airport, 0.5 mile northwest of the San Joaquin Freshwater Marsh Reserve, and 1.5 miles northwest of the University of California, Irvine (UCI).

3.3 On-site and Surrounding Land Uses

The project site is currently developed with surface parking lots and common landscape areas for Koll Center Newport. Koll Center Newport includes low-rise, mid-rise, and high-rise office buildings, hotels, and a private club. Both surface parking and parking structures are provided.

There are three office buildings located within the boundaries of the project site, of which two of the office buildings are not a part of the Project (Figure 3-2).

- 4490 Von Karman Avenue is a two-story (33 feet) office building located southeast of the intersection of Birch Street at Von Karman Avenue.
- 4910 Birch Street is a four-story (60 feet) office building located adjacent to and east of the 4490 Von Karman building.

In addition to the two aforementioned office buildings, the 4440 Von Karman Avenue office building is a three-story (62 feet) structure located south of the 4490 Von Karman Avenue office building. The 4440 Von Karman Avenue office building is a part of the Project to allow for the inclusion of the property into the landscape plan including the provision of non-potable irrigation, as well as sidewalk improvements and the reconfiguration of accessible parking. No change in the square footage of the building is proposed as a part of the Project.

Adjacent and surrounding land uses include the following:

Northwest	<p>Extended Stay America Hotel (4 stories, 50 feet) is northwest of the intersection of Birch Street at Von Karman Avenue.</p> <p>The Duke Hotel (10 stories, 112 feet) is southwest of the intersection of Birch Street at Von Karman Avenue.</p>
Northeast	<p>Birch Street</p> <p>Low-rise, office buildings (one story) and surface parking north of Birch Street.</p>
South	<p>4340 Von Karman Avenue office building (4 stories, 63 feet).</p> <p>4350 Von Karman Avenue office building (4 stories, 63 feet).</p>
Southeast	<p>5000 Birch Street office building (10 stories, 154 feet) with an associated free-standing parking structure adjacent to and south of the building. The office building is immediately adjacent to the project site.</p> <p>The California Superior Court Harbor Justice Center – Newport Beach (two stories) is on the northwest corner of Birch Street at Jamboree Road.</p> <p>Low-rise, office buildings (two stories) with surface parking are on the south side of Birch Street. The surface parking for the office buildings is adjacent to the Uptown Newport project site.</p> <p>Fast-food restaurants along Jamboree Road in Koll Center Newport abutting the Uptown Newport project site.</p> <p>The Uptown Newport project site. The site currently includes TowerJazz Semiconductor manufacturing facility (two to three stories, 88 feet) on the southwestern part of the site and a Southern California Edison (SCE) substation along the southwestern boundary of the site.</p>

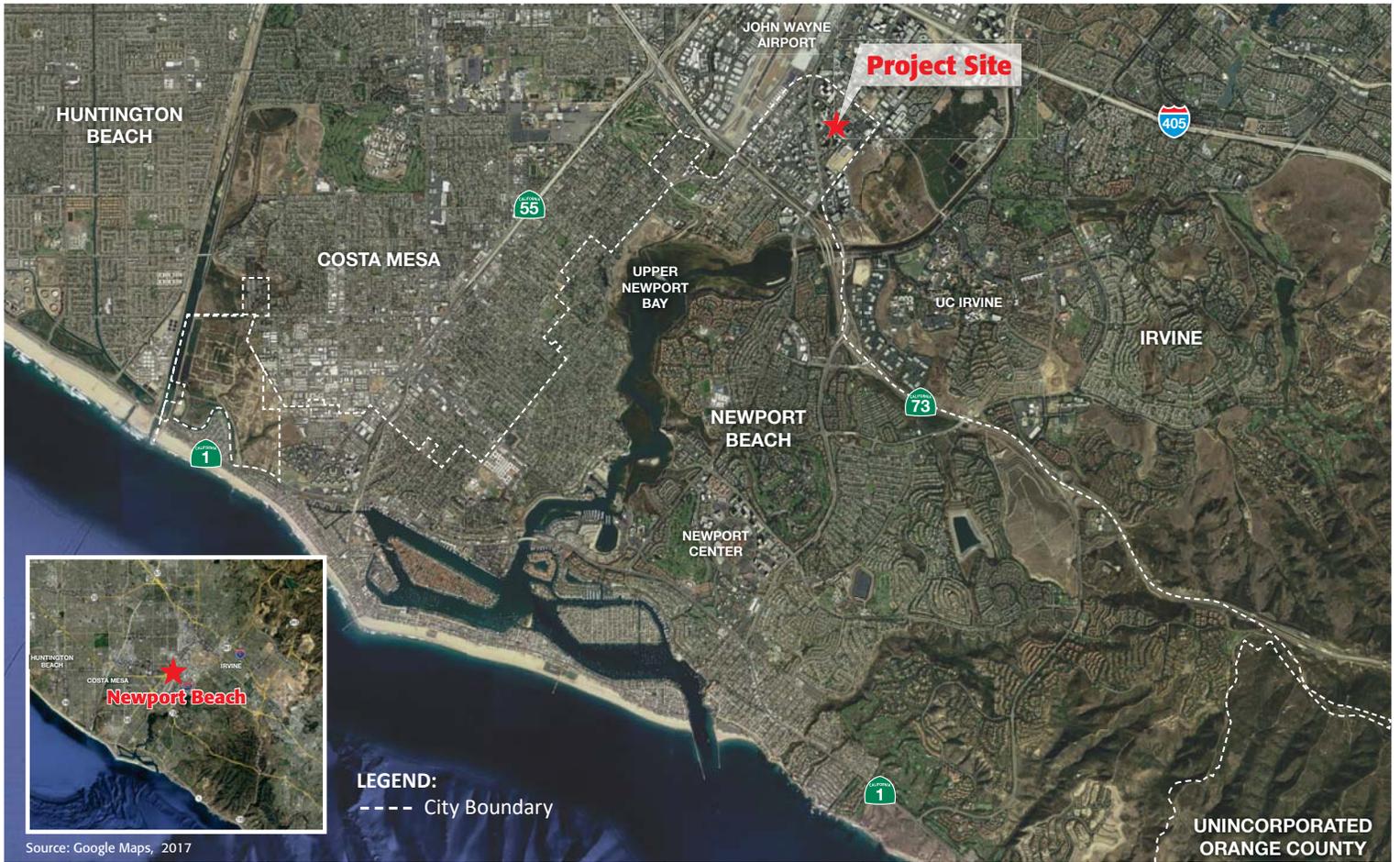


FIGURE 3-1: Regional Location Map
The Koll Center Residences Project

 Not to scale

Kimley»Horn



FIGURE 3-2: Local Vicinity
The Koll Center Residences Project



Not to scale

Kimley»Horn

The first phase of the Uptown Newport Project is under construction including residential uses and a one-acre public park. The approved Uptown Newport project will include up to 1,244 residential units, 11,500 sf of neighborhood-serving retail space, and 2 acres of parks. Allowed building heights for Uptown Newport are up to 150 feet.

Southwest/West Von Karman Avenue

West of Von Karman Avenue, land uses include but are not limited to a private club and the Bank of the West (9 story, 140 feet) office building.

3.4 Existing City of Newport Beach Land Use Categories

3.4.1 GENERAL PLAN LAND USE CATEGORY

The City of Newport Beach General Plan was adopted by the City Council on July 25, 2006, and its land use plan was approved by the voters on November 6, 2006. The General Plan establishes criteria for land use development and provides policy and land use guidance for properties in the City and its Sphere of Influence. Section 4.9, *Land Use and Planning*, of this EIR includes a discussion of the General Plan goals and policies relevant to the Proposed Project.

The project site is in the City's Airport Area¹ planning subarea. As depicted on Figure 3-3, *Airport Area Planning Designations*, the Airport Area is approximately 360 acres bordered by Jamboree Road to the southeast, Campus Drive to the northeast and west, and Bristol Street to the southwest. The project site is in a Mixed-Use District, and as shown on Figure 3-3, the General Plan land use category for the project site is "Mixed Use Horizontal 2 (MU-H2)". The MU-H2 category specifically applies to some properties in the Airport Area. As stated in the General Plan Land Use Element, the category "provides for a horizontal intermixing of uses that may include regional commercial office, multi-family residential, vertical mixed-use buildings, industrial, hotel rooms, and ancillary neighborhood commercial uses."

The General Plan identifies that a maximum of 2,200 multi-family residential units are permitted in the Airport Area at a maximum density of 50 units per net acre. Of the 2,200 multi-family dwelling units, 1,650 units must replace existing office, retail, and/or industrial uses in order that there is no net gain in vehicular trips. A maximum of the remaining 550 units are "additive" units that "may be developed as infill on existing surface parking lots or areas not used as occupiable buildings on properties within the Conceptual Development Plan Area as depicted on Figure LU22 provided that parking is replaced on site".² The Proposed Project would have a density of approximately 31 dwelling units per net acre based on 8.51 net acres (inclusive of Buildings 1, 2, and 3; access, parking; utilities; landscaping).

¹ "Airport area' means an area of the City that encompasses the properties adjacent to John Wayne Airport and that is in close proximity to the Irvine Business Complex and University of California, Irvine as depicted on General Plan Figure LU22 (Airport Area)." Source: City of Newport Beach Municipal Code Chapter 20.70, Definitions. Accessed March 3, 2017.

² Figure LU22 from the General Plan Land Use Element is depicted as Figure 3-4 in this EIR.

Non-residential uses are permitted according to the limits included in General Plan Table LU2: Anomaly Locations. The project site is located within Anomaly Location 2 of Statistical Area L4. Anomaly Location 2 has a development limit of 1,052,880 sf.

General Plan Land Use Element policies for Mixed-Use Districts are included as Policy LU 6.15.4 through Policy 6.15-23. LU 6.15.7 requires residential units to be developed at a minimum density of 30 units and a maximum of 50 units per net acre (prior to any affordable housing density bonus, as applicable) as averaged by the total area of a residential village.

General Plan Land Use Element Policy LU 6.15.10 requires a regulatory plan for each ten-acre minimum residential village in order to coordinate the location of new parks, streets, and pedestrian ways, and requires a strategy to accommodate neighborhood serving commercial uses and other amenities.

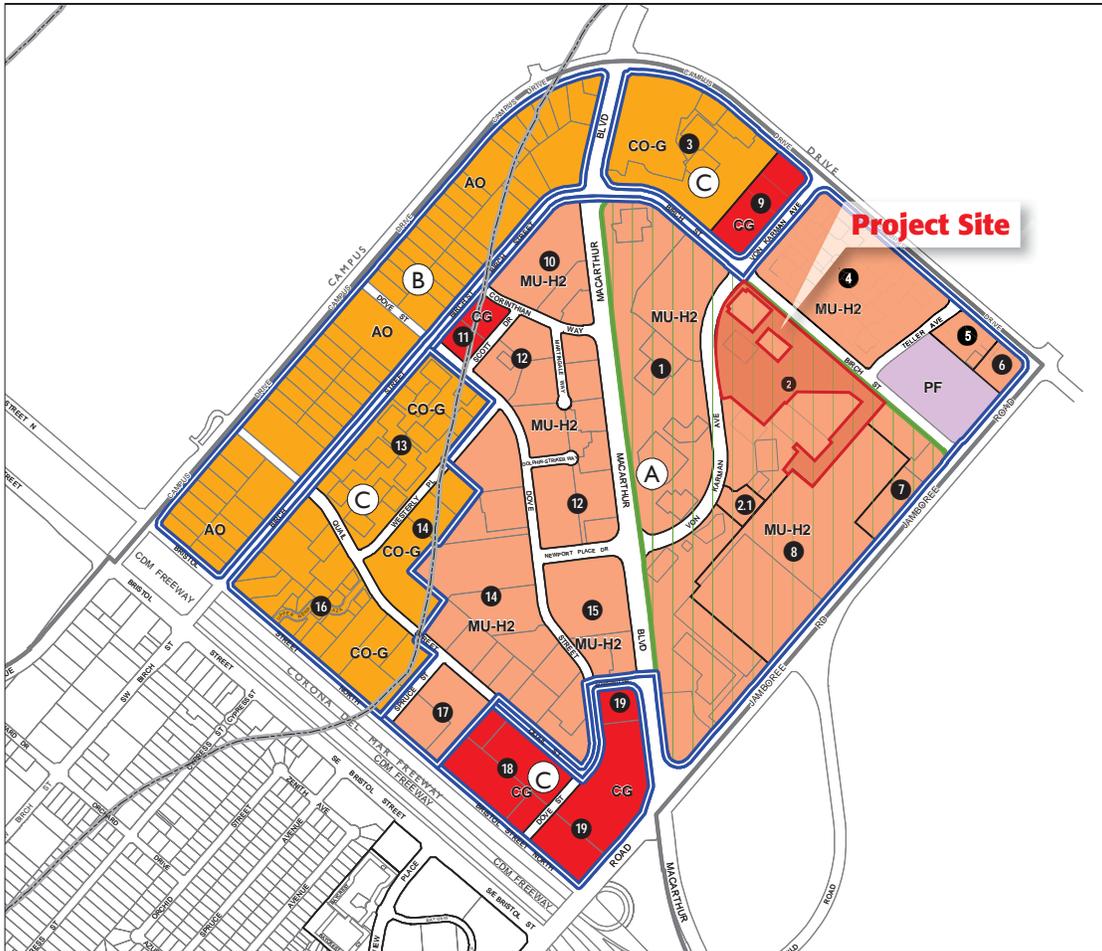
General Plan Land Use Element Policy LU 6.15.11 requires the preparation of one Conceptual Development Plan for the area depicted on Figure LU22 of the General Plan if residential units are proposed on any property within the area.

No change to the existing General Plan land use category is required as a part of the City's consideration of the Proposed Project.

Airport Business Area Integrated Conceptual Development Plan

As noted, General Plan Policy LU 6.15.11 requires a conceptual development plan when residential units are proposed in the defined area of the Airport Area. The approval of a conceptual development plan is a prerequisite to the consideration of development projects with residential uses within the Airport Area. In September 2010, the Newport Beach City Council approved the Airport Business Area Integrated Conceptual Development Plan (ICDP) for that portion of the Airport Area generally bordered by MacArthur Boulevard, Jamboree Road, and Birch Street as depicted in Figure 3-4, *Airport Business Area ICDP*. The Airport Business Area ICDP is approximately 37.7 acres: approximately 25 acres currently referred to as the Uptown Newport site, and approximately 12.7 additional acres of Koll Center Newport. The project site is within the 12.7-acre area.

The Airport Business Area ICDP contemplates up to 1,504 new residential units and 11,500 square feet (sf) of ground-level retail and commercial uses, as well as neighborhood park areas. Of the 1,504 dwelling units, 1,244 units on the Uptown Newport site and 260 units on the surface parking area of Koll Center Newport where the Koll Center Residences Project is proposed. All of the 260 residential units were identified as "additive" units in the Airport Business Area ICDP because no existing development uses would be removed. With respect to the 1,244 units on the Uptown Newport site, the Airport Business Area ICDP notes that 632 units would replace existing industrial and office uses; 290 units would be additive; and 322 units would be density bonus units. Together, the approved Uptown Newport Project and the proposed Koll Center Residences Project would use all of the 550 additive units allocated to Airport Business Area ICDP by the General Plan. *Table 3-1* provides a summary of residential unit allocation within the Airport Business Area ICDP.



LEGEND:

- Commercial
 - CG - Commercial General
 - Commercial Office
- Commercial Office General
 - CO-G - Commercial Office General
- Airport Supporting Districts
 - AO - Airport Office
- Mixed-Use Districts
 - MU-H2 - Mixed-Use Horizontal
- Public, Semi-Public and Institutional
 - PF - Public Facilities
- Sub-Area (blue outline)
- Conceptual Development Plan Area (green outline)
- Land Use Delineator Line (dashed line)
- Highway (thick red line)
- 65 CNEL Noise Contour (dotted line)
- Refer to anomaly table (black dot)

LAND USE POLICY

- (A) Underlying Uses: Office, Hotel, Supporting Retail, Residential Village: Housing and Mixed-Use (with Guidelines for Design and Development)
- (B) Airport-Supporting Businesses
- (C) Commercial and Office

Source: City of Newport Beach, 2006

FIGURE 3-3: Airport Area Planning Designations
The Koll Center Residences Project





Source: City of Newport Beach, 2010

FIGURE 3-4: Airport Business Area ICDP
The Koll Center Residences Project

Project	Additive	Replacement	Density Bonus	Total
Uptown Newport	290	632	322	1,244
Koll Center Residences	260	0	0	260
Total (du)	550	632	322	1,504
du = dwelling unit				

As noted, the Airport Business Area ICDP only establishes the maximum number of residential dwelling units; it does not provide project-specific approvals. Therefore, all site-specific development plans, such as the currently Proposed Project, require subsequent review and approval by the City of Newport Beach.

3.4.2 ZONING DESIGNATION

The City of Newport Beach Municipal Code Chapter 20.56 allows a “Planned Community District” to address land use designation and regulations in the form of Planned Communities. A Planned Community (PC) District, as stated in Municipal Code Section 20.56.010, is intended to:

- A. Provide for the classification and development of parcels of land as coordinated, comprehensive projects in order to take advantage of the superior environment which can result from large-scale community planning.
- B. Allow diversification of land uses as they relate to each other in a physical and environmental arrangement while ensuring substantial compliance with the spirit, intent, and provisions of this Zoning Code.
- C. Include various types of land uses, consistent with the General Plan through the adoption of a development plan and text materials that identify land use relationships and associated development standards.

As depicted in Figure 3-5, *Existing Zoning Designation*, the project site is zoned “Koll Center Newport Planned Community (PC-15 Koll Center)”. Specifically, the site is within Professional and Business Offices Site B of PC-15 Koll Center (Site B). PC-15 Koll Center includes all parcels bordered by Campus Drive to the northeast, Jamboree Road to the southeast, and MacArthur Boulevard to the southwest. PC-15 zoning permits professional and business offices, hotels and motels, retail, restaurants and entertainment, a courthouse, private clubs, and auto detailing and service stations. Currently, Site B allows professional and business offices, restaurants, and support commercial uses.

Zoning regulations are provided in the Koll Center Planned Community Development Standards (PC Text) adopted by Ordinance No. 1449 and subsequently amended several times. As a part of the Proposed Project, PC-15 Koll Center Site B would include two new overlay zones: Park and Residential, allowing for residential development consistent with the City of Newport Beach General Plan and the Airport Business Area ICDP. The locations of the overlays zones on the project site are depicted in Figure 3-6, *PC-15 Koll Center Amendment*. The amendment to PC-15 Koll Center would include development standards and the identification of permitted uses. The Project also requires the approval of a transfer of development rights to transfer of up to 3,019 sf of unbuilt office/retail from Koll Center Site A to Site B.

3.5 Project Objectives

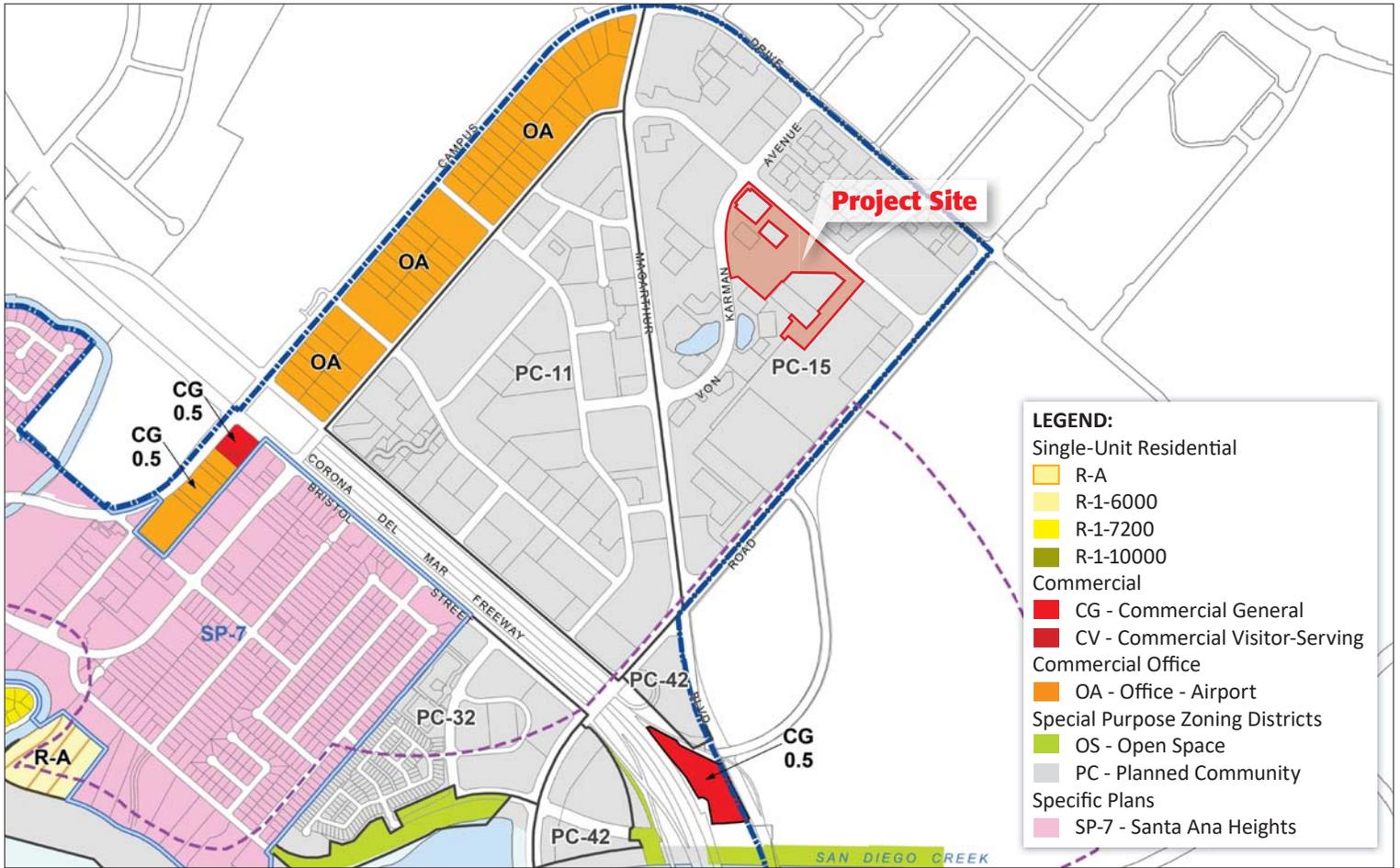
Section 15124(b) of the State CEQA Guidelines (14 *California Code of Regulations* [CCR]) requires “A statement of objectives sought by the proposed project. A clearly written statement of objectives would help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and would aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project”. The following objectives have been identified for the Project:

- Implement the goals and policies that the Newport Beach General Plan established for the Airport Area and the Integrated Conceptual Plan Development Plan.
- Develop a mixed-use community that provides jobs, residential, and supporting services in close proximity, with pedestrian-oriented amenities that facilitate walking and enhance livability.
- Develop up to 3,000 square feet of retail commercial uses to serve residents, businesses, and visitors within the business park.
- Develop an attractive, viable project that yields a reasonable return on investment.
- Provide beneficial site improvements including implementing a reclaimed water system for existing and proposed uses and a first flush (storm water) water quality treatment facility on the site. Pervious surface area would be increased by approximately 0.83 acre (or 7%) from existing conditions as a result of Project implementation.
- Develop and maintain a 1-acre public park, adding additional park/open space for the City of Newport Beach.

3.6 Project Characteristics

“Project,” as defined by the State 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]).

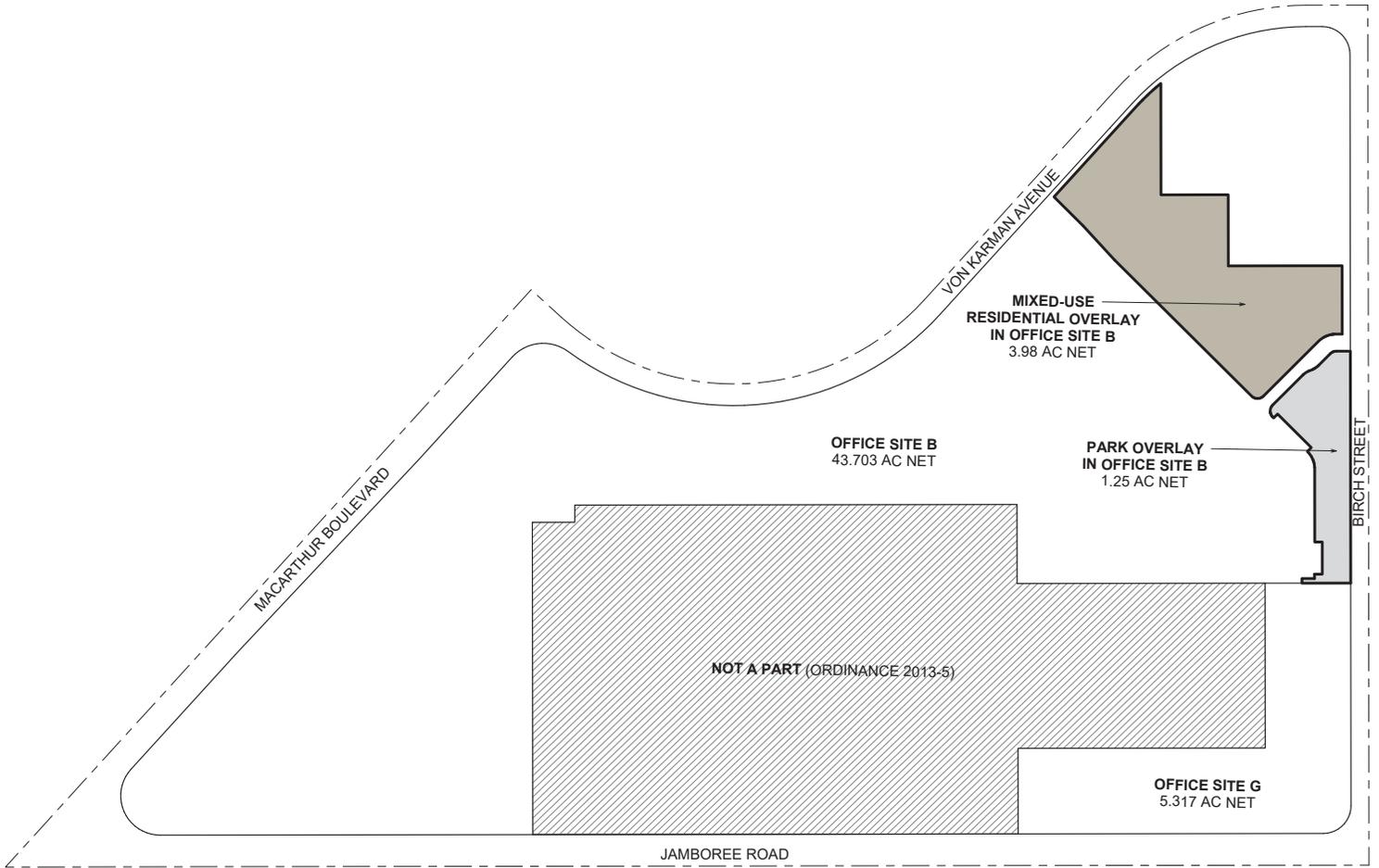
The site plan for the Proposed Project is depicted on Figure 3-7, *Site Plan*. As proposed, the Project would allow for the development of a mixed-use infill residential and retail development with 260 residential condominiums, 3,000 sf of ground-floor retail uses, a 1.17-acre public park, a free-standing parking structure, and the reconfiguration of some of the existing surface parking areas. The 260 dwelling units would be in three, 13-story buildings with a maximum building height of 160 feet in conformance with the height restrictions set forth by the Federal Aviation Administration (FAA) Federal Aviation Regulations (FAR) Part 77. The buildings would have two levels of above-grade and two to three levels of below-grade structured parking. The public park would be located adjacent Birch Street. Figure 3-8, *Bird’s-Eye Perspective* and Figure 3-9, *Building Perspective*, provide an elevated and ground-level perspective of the Proposed Project, respectively. Figure 3-10, *Elevations*, shows the proposed building elevations and Figure 3-11, *Building Sections*, shows the proposed building sections.



Source: City of Newport Beach, 2008

FIGURE 3-5: Existing Zoning Designations
The Koll Center Residences Project





Source: MVE + Partners, 2017

FIGURE 3-6: PC-15 Koll Center Amendment
The Koll Center Residences Project



0 50 100 200 400 Feet

Kimley»Horn



Source: MVE + Partners, 2017

FIGURE 3-7: Site Plan
The Koll Center Residences Project

 Not to scale

Kimley»Horn



Source: MVE + Partners, 2016

FIGURE 3-8: Bird's-Eye Perspective
The Koll Center Residences Project



Kimley»Horn

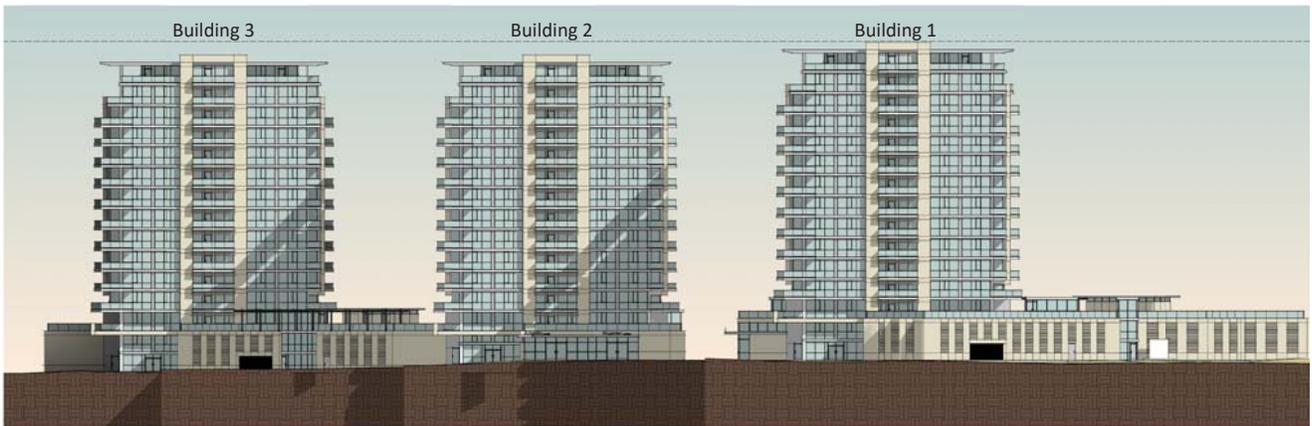


Source: MVE + Partners, 2016

FIGURE 3-9: Building Perspective
The Koll Center Residences Project



Kimley»Horn



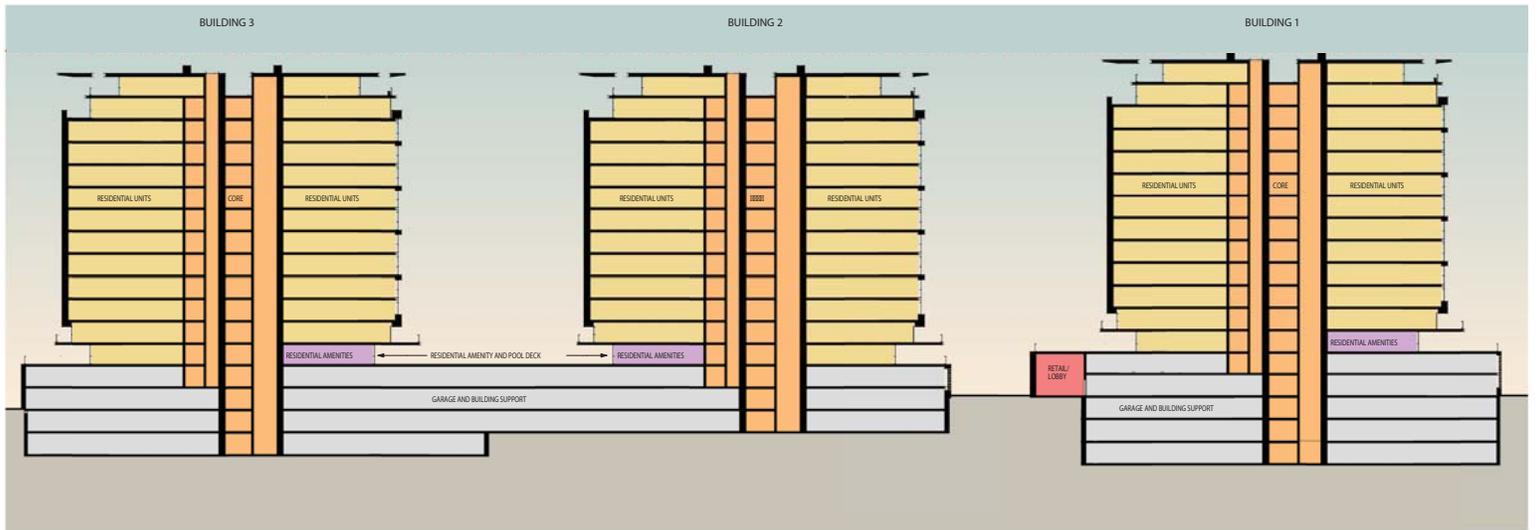
Exterior Elevation: East



Exterior Elevation: North-West

Source: MVE + Partners, 2016

FIGURE 3-10: Elevations
The Koll Center Residences Project



Source: MVE + Partners, 2017

FIGURE 3-11: Building Sections
The Koll Center Residences Project

Implementation of the Project would require the demolition of existing surface parking and landscaping within the limits of disturbance. All Project residential parking would be provided on site in the residential building parking structures, with additional on-site surface parking for the proposed public park and retail uses. Office parking removed during construction and by the proposed development would be provided in a new free-standing parking structure, the Building 1 parking structure, and surface parking areas. Table 3-2 provides a statistical summary of the Project.

Table 3-2. Koll Center Residences Statistical Summary				
	Building 1	Building 2	Building 3	Total
Building Area (sf)				
Residential	242,159	449,003		691,162
Retail	1,768	1,232 ^a		3,000
Parking Structure	199,902	182,009 ^b		381,911
Total (sf)	443,829	632,244		1,076,073 sf
Dwelling Units				
One Bedroom	17	16	17	50
Two Bedroom	60	60	60	180
Three Bedroom	10	10	10	30
Total (du)	87	86	87	260 du
Parking Spaces^c				
Residential and Guest (structured parking)				557
Office (structured and surface parking) ^d				827
Retail (surface parking)				16
Public Park (surface parking)				5
Total (spaces)				1,405 spaces
Open Space				
Common Open Space ^e				99,023
Private Open Space ^f				63,937
Total (sf/ac)				162,960 sf/3.74 ac
sf = square feet; du = dwelling unit; ac = acre; n/a = not applicable				
a. Retail is provided in the podium which serves Building 2 and Building 3.				
b. One parking structure for Building 2 and Building 3.				
c. More detailed information regarding parking is provided later in the Project Description and in Table 3-4.				
d. Replacement of demolished surface parking in the free-standing structure (492 spaces) + Building 1 parking structure (238 spaces) + 97 surface parking spaces.				
e. Common Open Space is defined as “the land area within a residential development that is not individually owned or dedicated for public use and that is designed, intended, and reserved exclusively for the shared enjoyment or use by all residents and their guests. Does not include enclosed spaces/facilities (e.g., community center, meeting rooms, etc.” (Municipal Code Chapter 21.70, Definitions.				
f. Private Open Space is defined as “an outdoor or unclosed area directly adjoining and accessible to a dwelling unit, reserved for the exclusive private enjoyment and use of residents of the dwelling unit and their guests (e.g., balcony, deck, porch, terrace, etc.” Boundaries are evident through the use of fences, gates, hedges, walls, or similar methods of controlling access and maintaining privacy” (Municipal Code Chapter 21.70, Definitions.				
Source: MVE + Partners, 2017.				

Table 3-3 identifies the type of residential units that would be provided. The proposed 260 for-sale condominium units would include a mix of one-bedroom, two-bedroom, and three-bedroom residential units. The dwelling units would be configured as flats ranging in size from approximately 1,240 sf to 3,160 sf with private balconies. Private balconies would range in size from approximately 120 sf to 659 sf, with an average of 249 sf. Private amenities would be located on the third-level of the building. Level 2 of each building would include conference rooms for use by building residents.

Table 3-3. Residential Development Summary						
Residential Plan and Characteristics		Net SF (avg.)	Building 1	Building 2	Building 3	Total
1A	1 bedroom/1 den/ 2 bathrooms	1,244	2	2	2	6
1B	1 bedroom/1 den/ 2 bathrooms	1,419	14	14	14	42
1C	1 bedroom/1 den/2 bathrooms	1,202	1	0	1	2
2A	2 bedrooms/2.5 bathrooms	1,609	10	10	10	30
2B	2 bedrooms/2.5 bathrooms	1,693	7	7	7	21
2C	2 bedrooms/2.5 bathrooms	1,440	2	0	2	4
3A	2 bedrooms/2.5 bathrooms	1,931	6	6	6	18
3B	2 bedrooms/2.5 bathrooms	2,096	3	3	3	9
4A	2 bedrooms/2.5 bathrooms	1,752	14	14	14	42
4B	2 bedrooms/2.5 bathrooms	1,687	1	1	1	3
5	2 bedrooms/2.5 bathrooms	1,815	14	14	14	42
6	3 bedrooms/1 den/3.5 bathrooms	2,907	6	6	6	18
7	2 bedrooms/2.5 bathrooms	2,025	1	3	1	5
8	2 bedrooms/2.5 bathrooms	2,775	2	2	2	6
9	3 bedrooms/3.5 bathrooms	2,946	2	2	2	6
10	3 bedrooms/3.5 bathrooms	3,162	2	2	2	6
Total			87	86	87	260
Common Open Space ^a						99,023
Private Open Space ^a						63,937
Total Open Space (sf/ac)						162,960 sf/3.74 ac
sf = square feet; du = dwelling unit; ac = acre						
a. See definitions of Common Open Space and Private Open Space in Table 3-2.						
Source: MVE + Partners, 2017.						

Building 1

Building 1 is proposed as a 13-story podium building with 5 levels of structured parking (3 levels below ground and 2 levels above ground), and approximately 1,768 sf of street-level retail uses. The building would have 87 residential flats, inclusive of a multi-level penthouse unit. Residential Building 1 would be located approximately 180 feet south of and parallel to Birch Street.

Indoor and outdoor amenities are being provided for this building. Private amenities include a pool/spa, club room, fitness center, bocce ball courts, and lawn areas. These amenities would be on the third level (the podium level of the building).

Building 2

Building 2 is proposed as a 13-story podium residential building with 86 residential flats, and common structured parking and amenities shared with Building 3. The shared parking structure would have four levels of common structured parking (two levels below ground and two levels above ground). Approximately 1,232 sf of street level retail uses would be provided in the shared ground floor podium for Buildings 2 and 3. Building 2 and Building 3 would be constructed with a shared podium. Building 2 would be located south of Building 1 adjacent to the main drive aisle (referred herein as the “spine street”). The spine street would extend in a northeast to southwest direction from Birch Street to Von Karman Avenue, respectively, through the project site.

Private amenities shared by Building 2 and Building 3 are proposed to include a pool/spa, club room, fitness center, and lawn area. These amenities would be on the shared podium level.

Building 3

Building 3 is proposed as a 13-story podium residential building with 87 residential flats, and retail uses, parking and amenities shared with Building 2. Building 3 would be located between Building 2 and Von Karman Avenue. As noted, private amenities would be located on the shared podium level with Building 2.

3.6.1 VEHICULAR AND NON-VEHICULAR CIRCULATION

Vehicular Access

The Proposed Project’s circulation plan is shown in Figure 3-12, *Circulation Plan*. Vehicular access to Koll Center Newport is currently provided by three driveways on Birch Street and two driveways on Von Karman Avenue. Cross access throughout the site currently allows motorists to access any parking area within Koll Center Newport from any of the site driveways. All driveways are unsignalized and gated. Drivers enter either by key card or parking ticket. To exit the site, key card users use their card to raise the gate; others must have a validated ticket or pay at the gate.

As depicted in Figure 3-13, *Parking and Access – Existing and New Gates*, access for the project site, as well as the existing office buildings, would be provided from three full access locations on Birch Street (Driveways 1, 2, and 3) and two locations (one for ingress and egress, and one for egress only) on Von Karman Avenue (Driveways 4 and 5). The spine street that crosses the property from Birch Street to Von Karman Avenue would become an open-access (ungated) center spine street through the site.

Driveway 1: The westernmost driveway on Birch Street is a full-movement driveway.³ The driveway leads directly to a surface parking area at the north end of the Koll Center Newport. Upon completion of the Project, drivers entering Driveway 1 would only have access to surface parking areas immediately accessed from the driveway, and office parking stalls that are provided in Building 1. Driveway 1 would be

³ Vehicles can enter and exit and turn right or left from a full-movement location.

the only entrance to this area. Vehicular access to the rest of the site would not be provided from Driveway 1. Vehicles would exit the parking area at the north end of the Koll Center Newport site from either Driveway 1 on Birch Street or Driveway 4 on Von Karman Avenue.

Driveway 2: The middle driveway on Birch Street is a full-movement driveway. This driveway intersects with the spine street. Gated access to residential parking in the Building 1 parking structure would be provided from Driveway 2; no access to office parking in the structure would be provided from this location. Gated access to residential parking in Buildings 2 and 3 would be directly off the spine street. Access to the residential portion of the Buildings 2 and 3 would also be accessible from Driveway 3 and Driveway 5.

Driveway 3: The easternmost driveway on Birch Street is also a full-movement driveway. This driveway currently connects to the spine street. As a part of the Proposed Project, the existing entry gates from Driveway 3 onto the spine street would be removed. A new gate into surface and structure parking to the east of the driveway would be provided. Motorists entering Driveway 3 would be able to access all parking areas, except surface parking accessed from Driveway 1, and 238 office parking stalls in Building 1.

Driveway 4: The northernmost driveway on Von Karman Avenue is an exit-only driveway. Currently, motorists can make both right and left turns from Driveway 4. Driveway 4 would remain an exit-only driveway and accessible only from the Driveway 1 surface parking area and office parking in the Building 1 parking structure. With the Project, outbound vehicular movements would be restricted to right turns only.

Driveway 5: The southernmost driveway on Von Karman Avenue is a full-movement driveway. This driveway is the southwestern access point of the spine street that connects Von Karman Avenue and Birch Street through the site. The entry gate on Driveway 5 would be removed and replaced with a parking gate on the east side of the spine street for the surface parking areas and new free-standing parking structure. Gated access into the parking structure for Buildings 2 and 3 would be directly across and west of the office parking area on the spine street.

Pedestrian

There are existing sidewalks along Birch Street and Von Karman Avenue. Additionally, there is a sidewalk along one side of Driveways 2, 3, and 4. The sidewalk at Driveway 4 extends to and fronts the 5000 Birch Street office building. As a part of the Project, walkways would be provided within the site and connect to these existing sidewalks along the streets (Figure 3-12). Walkways would be provided along the Project frontage to the spine street and into Buildings 1, 2, and 3; along a portion of the west side of Driveway 2; between Buildings 1 and 2 and the 4910 Birch Street office building; between Buildings 2 and 3 and the 4440 Von Karman Avenue office building; and on the west side of the free-standing parking structure.

Bicycle

The Project would include storage for 144 bicycles (storage for 48 bicycles each in Buildings 1, 2, and 3) and a maintenance facility for future residences. Additional bicycle racks would be provided on the project site.

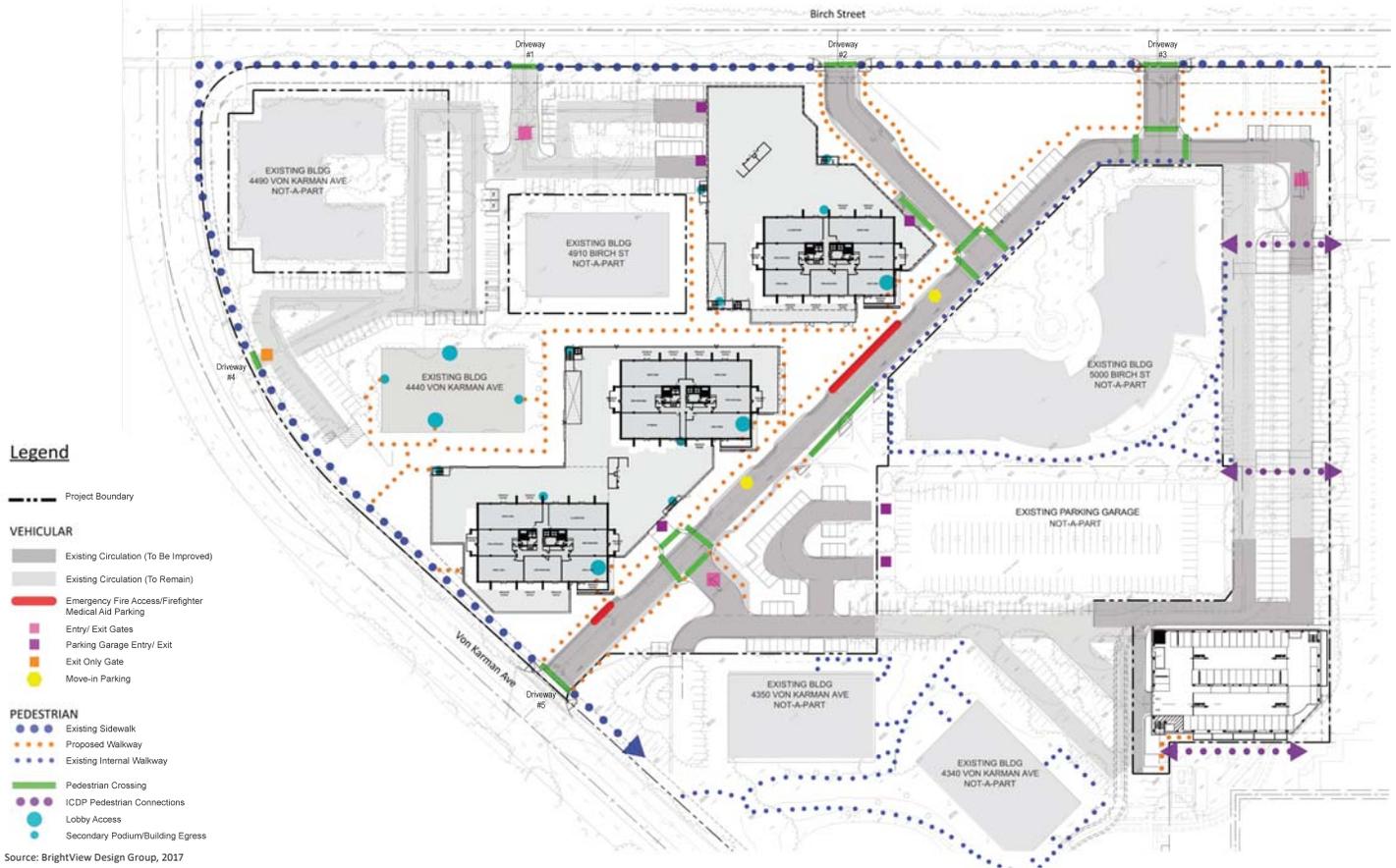


FIGURE 3-12: Circulation Plan
The Koll Center Residences Project





Source: MVE + Partners, 2017

FIGURE 3-13: Parking and Access - Existing and New Gates
The Koll Center Residences Project

 Not to scale

Kimley»Horn

3.6.2 PARKING

The Project would be constructed in four phases. With each phase of construction, a portion of the existing parking supply would be removed. A new free-standing parking structure would be built in Phase A, in advance of the removal of surface parking within the Project limits of disturbance. *Table 3-4* identifies the number of existing, demolished, and proposed parking spaces by use.

Dwelling Units	Proposed Parking Ratio	Building 1		Building 2		Building 3		Total		
		Total (du)	Required Spaces ^a .	Provided Spaces						
1 Bedroom	1.8	17	31	16	29	17	30	50	90	-
2 Bedrooms	1.8	60	108	60	108	60	108	180	324	-
3 Bedrooms	2.0	10	20	10	20	10	20	30	60	-
Total Resident Parking		87	159	86	157	87	158	260	474	477
Guest	0.3		27		26	87	27		79	80
Required			186		183		186		552 ^b .	557
Provided in Buildings 1, 2, 3			426	369						795
Free-Standing Parking Structure (office use) ^c .										492
Total: New Structured Parking										1,287
Surface Parking: Retail, Public Park										21
Surface Parking: Office										97
Total: Surface Parking										118
Total New Parking: Structured and Surface										1,405
Total Existing Parking										1,651
Total Demolished Parking										-819
Total New Parking										1,405
Net Change										586
<p>Note: Parking Ratio = number of spaces per bedroom; du = dwelling unit</p> <p>a. "Required" parking ratios are in accordance with the standards adopted for Uptown Newport. Source: <i>Uptown Newport Village Parking Study Guidelines</i>, DKS, 2012, and as proposed for the Project as part of the PC-15 amendment.</p> <p>b. Differences due to rounding</p> <p>c. Nine levels: three levels of below-ground parking and six levels of above-ground parking including rooftop parking.</p> <p>Source: MVE + Partners, 2017.</p>										

Free-Standing Parking Structure

A 492-stall parking structure is proposed south of the existing parking structure associated with the 5000 Birch Street office building at the southeast boundary of the project site. The office-only structure would be constructed prior to breaking ground for Buildings 1, 2, and 3. The approximately 50-foot-high parking structure would include three levels of below-ground parking and five levels of above-ground parking. Vehicular ingress and egress to the parking structure would be on the west side of the structure. The

structure can be accessed from Driveways 2, 3, and 5. Electric vehicle charging stations would be provided in the free-standing parking structure, as well as the parking structures for Buildings 1, 2, and 3.

Building 1 Parking Structure

The Building 1 gated parking structure would provide 426 spaces for existing office tenants (238 spaces), residents (161 spaces), and guests (27 spaces). Office and residence parking would be separated via gated access within the parking structure. The parking structure would include five levels of parking: three levels of below-grade parking (Levels B3, B2, and B1) and two levels of above-grade parking (Levels 1 and 2). Office parking would be provided on Levels B3, B2, B1, and 1. Residential parking would be provided on Levels B2, B1, and 2. Office access into the parking structure would be from Driveway 1. When exiting the parking structure, office users would be able to exit through Driveway 1 onto Birch Street or Driveway 4 onto Von Karman Avenue. Ingress and egress for residents would be from Driveway 2.

Buildings 2 and 3 Parking Structure

The gated parking structure for Building 2 and Building 3 would provide 369 spaces for residents (316 spaces) and guests (53 spaces). The structure would have four levels of parking: two levels of below-grade parking and two levels of above-grade parking. No office parking would be provided. The entrance and exit for the parking structure would be from the spine street.

3.6.3 LANDSCAPING, PARKS, OPEN SPACE, AND RECREATIONAL AMENITIES

As depicted on Figure 3-14, *Conceptual Landscape Plan*, landscaping and gardens would be provided throughout the project site to connect different areas of the site. The Project would have approximately 2.7 acres of park use, open space, and landscaping, as described below.

Public Park

The Project includes a 1.17-acre publicly accessible park with dedicated parking (Figure 3-14). The park would be located adjacent to Birch Street both east and west of Driveway 3. The park would be deeded to the City and would be constructed and maintained by the Applicant. Both passive and active recreational areas would be provided. Uses within the park may include pickleball courts; gardens and lawn areas; plaza areas with seating; and shade structures. Walkways would be provided within the park and adjacent to the roads. The park would be landscaped with a variety of grasses, trees, shrubs, groundcover, and succulents.

Open Space

Plaza Gardens. The Plaza Gardens would include four components: Entry Gardens, Stars of the Bay Plaza, The Marsh, and Von Karman Plaza (Figure 3-14).

- Entry Gardens. The entry gardens are located at the plaza level to provide pedestrian access between buildings. While predominately hardscape, the areas would have landscaping including trees and planters. Flush curbs would be provided along the spine street.
- Stars of the Bay Plaza. This plaza area would be located adjacent to the spine street. Uses would include seating areas, a water feature, and enhanced paving. Landscape materials would include trees and planters for shrubs, grasses, and groundcover.



Source: BrightView Design Group, 2017

FIGURE 3-14: Conceptual Landscape Plan
The Koll Center Residences Project



0 20 40 80 Feet

Kimley»Horn

- The Marsh. The Marsh would be naturalized landscape areas with plant materials including bamboo, ferns, and grasses. The Marsh would include an elevated walkway and would also serve to treat on-site surface drainage.
- Von Karman Plaza. This plaza would be located adjacent to Von Karman Avenue. This area may include a fountain, a shade structure with seating and tables, and landscaping including bamboo. A component of the Marsh would be adjacent to this plaza.

Podium Gardens. The Podium Gardens would be private courtyard areas for the three residential buildings. These areas would include the indoor and outdoor recreational amenities associated with the residences including but not limited to clubroom, pools, spas, dining and seating areas, game courts, and fitness areas.

Residential Recreational Amenities

In addition to the parks and gardens described above, private recreational amenities would be provided for residents of Buildings 1, 2, and 3. Proposed recreational amenities would include swimming pools and spa, bocce ball courts, and lawn areas (Figure 3-14). Additional amenities include private balconies, fitness centers, and club rooms.

Landscaping would also be provided along the perimeter of the project site, within the surface parking areas, and bordering the free-standing parking structure. Landscaping materials would include a mix of trees, vines, shrubs, and groundcover.

3.6.4 UTILITIES

Implementation of the Proposed Project would require the construction of new on-site utility infrastructure to serve the residences, commercial uses, and associated Project amenities. These utilities would be connected to existing utility infrastructure in adjacent roadways, with the final sizing and design of on-site facilities to occur during final building design and plan check.

The Project would connect to existing utility systems. The project site is within the service area of the Irvine Ranch Water District. The City of Newport Beach collection system serves the project site and conveys wastewater to the Orange County Sanitation District. Storm water drainage is managed by the City and the Orange County Flood Control Division of the Orange County Public Works Department. Dry utilities—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—would be extended to the new buildings.

Water Service

The project site is within the service area of the Irvine Ranch Water District (IRWD) which provides both potable and non-potable water. IRWD has existing potable distribution lines adjacent to and within the site in Von Karman Avenue, the on-site spine street, and between the 4910 Birch Street and 4440 Von Karman Avenue office buildings. As shown in Figure 3-15, *Proposed Potable Water System*, the Proposed Project would construct a new 10-inch looped water system with connections to an existing 10-inch IRWD main in Von Karman Avenue and a 10-inch main in Birch Street to provide potable and fire

flow water service to the proposed land uses. A new potable water line would be constructed in the spine street from Von Karman Avenue to Birch Street. A water lateral would feed the parking structure constructed during Phase A from the loop water system. IRWD maintains a non-potable water main immediately adjacent to the project site in Von Karman Avenue. As depicted in Figure 3-16, *Proposed Non-Potable Water System*, the Proposed Project would connect to the existing 8-inch IRWD non-potable main in Von Karman Avenue and construct a new 6-inch non-potable water line in the spine street. Water supply and the Project's proposed water system are addressed in Section 4.15, *Utilities and Service Systems*.

Wastewater Collection and Disposal

The City would provide sanitary sewer service to the project site. There are three, 8-inch service connections in Birch Street and Von Karman Avenue. The Proposed Project includes the construction of an 8-inch sanitary sewer line in the spine street and a 6-inch sewer lateral connecting to each building, as shown in Figure 3-17, *Proposed Sanitary Sewer System*. Discharge from the sewer system would be directed to the Orange County Sanitation District's (OCS) treatment plants. The Project's proposed sewer system is addressed in Section 4.15, *Utilities and Service Systems*.

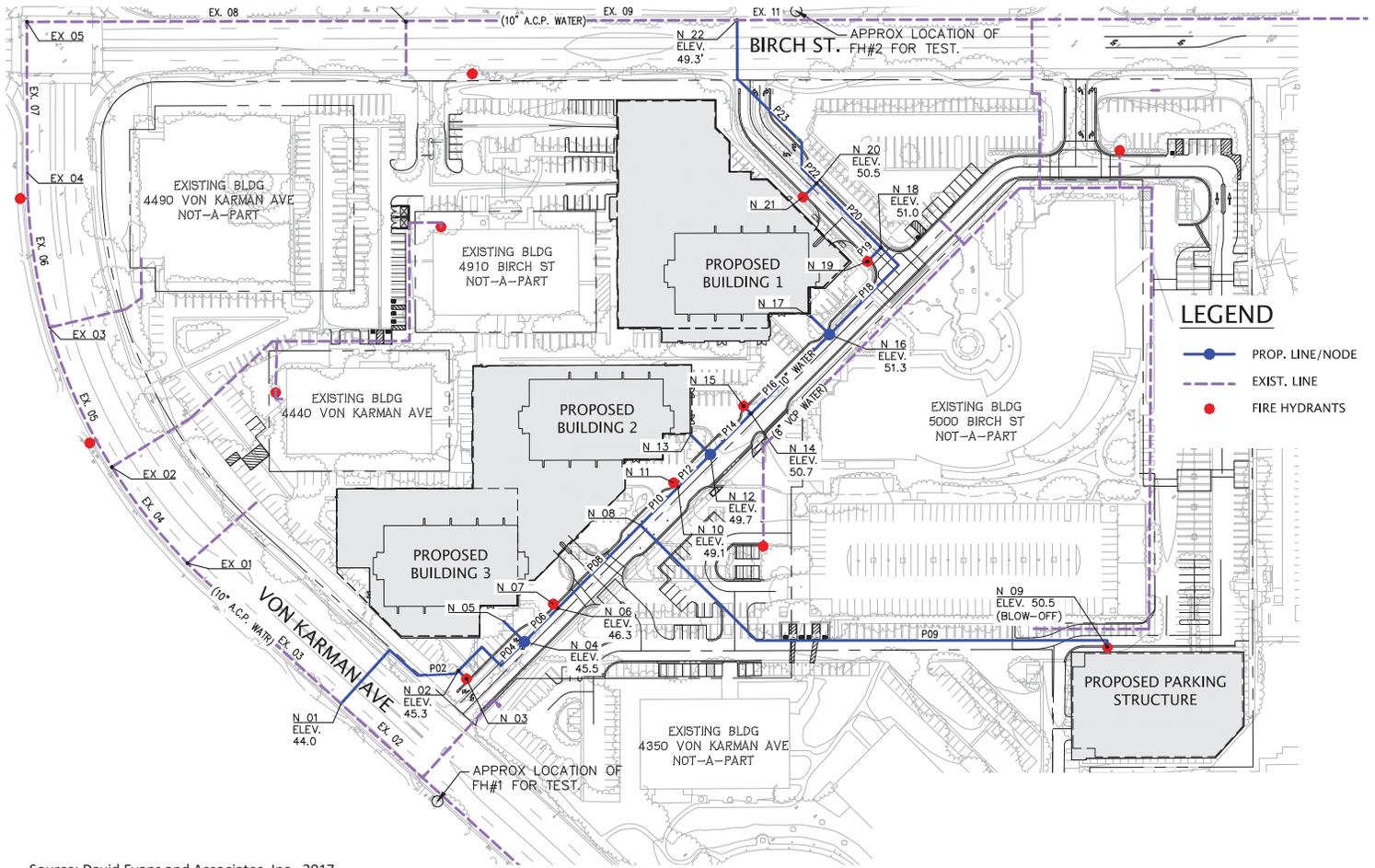
Drainage and Water Quality Treatment

The Project includes the construction of new drainage and water quality facilities as described in the Project's Preliminary Water Quality Management Plan (WQMP) and shown in Figure 3-18, *Conceptual WQMP*. The site currently drains toward Von Karman Avenue (approximately 60% of flow) and Birch Street (40% of flow). With buildout of the project site, drainage patterns would be consistent with the existing condition. Points of connection to the downstream, connecting storm drain systems would also be consistent with existing conditions.

Runoff would be collected in on-site catch basins which would be conveyed through an on-site storm drain system for detention and treatment before exiting the site. Storm water in the southern portion of the project site (Drainage Area A) which includes Buildings 2 and 3 and a part of Building 1 would drain to Von Karman Avenue. Drainage Area B is approximately 0.8 acre north of the 4910 Birch Street office building. In this area, low flows would drain into the dry well system; storm flows exceeding low flows would continue to flow over the driveway to Birch Street. The remainder of the site is in Drainage Area C. This area collects parking lot and street runoff in catch basins that is conveyed through an on-site storm drain system which connects to the public storm drain located on the east side of the 5000 Birch Street office building.

Site drainage would be collected from building roofs, parking lots, and streets. Runoff from the roof area of Building 1, Building 2, and Building 3 would flow into raised flow-through planters and vegetated swales located along Von Karman Avenue and Birch Street, the latter between Driveways 1 and 2. The podium levels of the buildings would flow into bioretention basins that would be within the Marsh garden areas.

Proprietary biotreatment modular wetlands catch basins would be in several locations throughout the project site, including along the spine street, the entrance at Driveways 2 and 3, and near the free-standing parking structure. Proprietary dry wells would be located near Driveways 1, 2, 3, and 5.



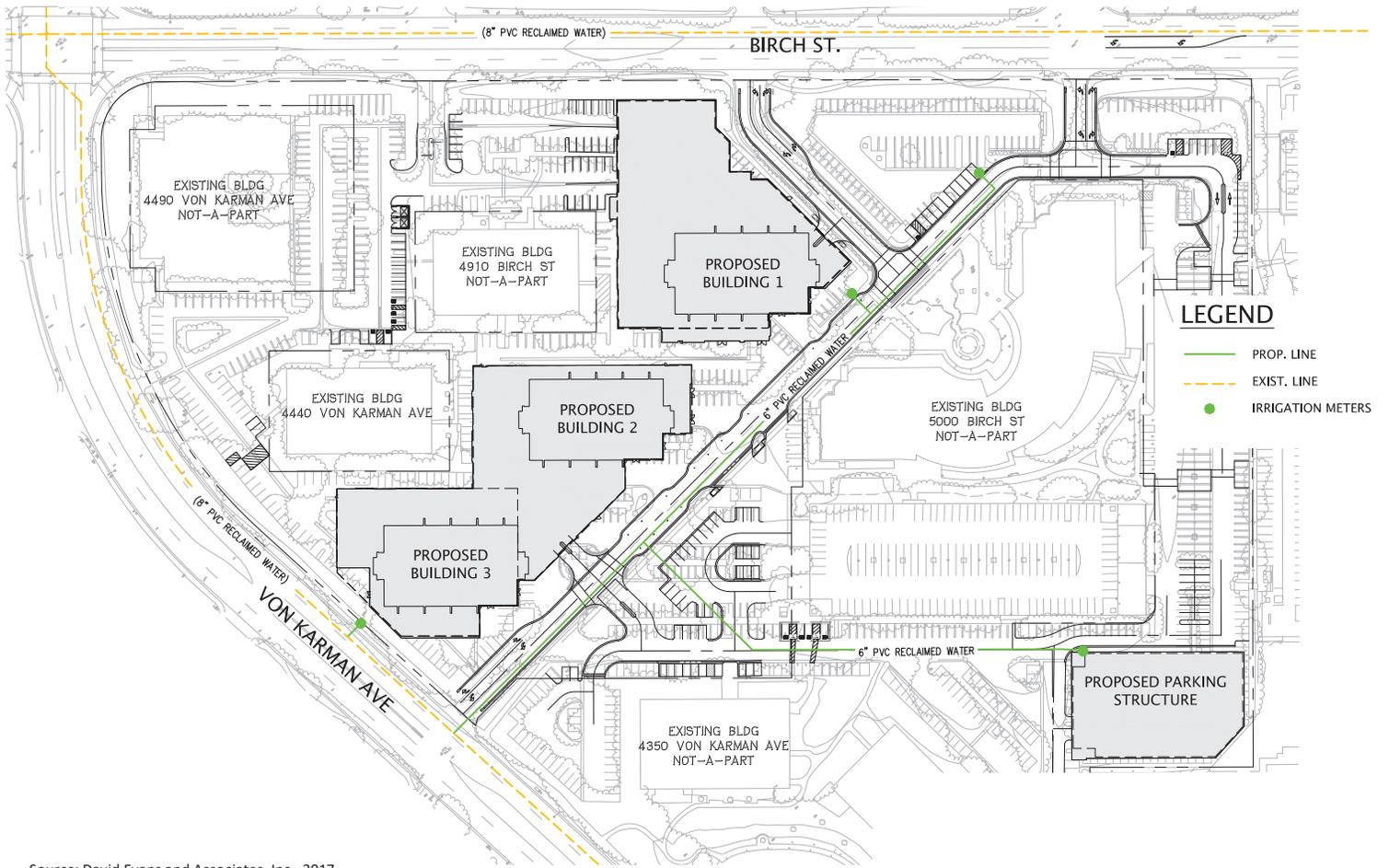
Source: David Evans and Associates, Inc., 2017

FIGURE 3-15: Proposed Potable Water System
The Koll Center Residences Project



100 0 100 200 Feet
1"=100'

Kimley»Horn

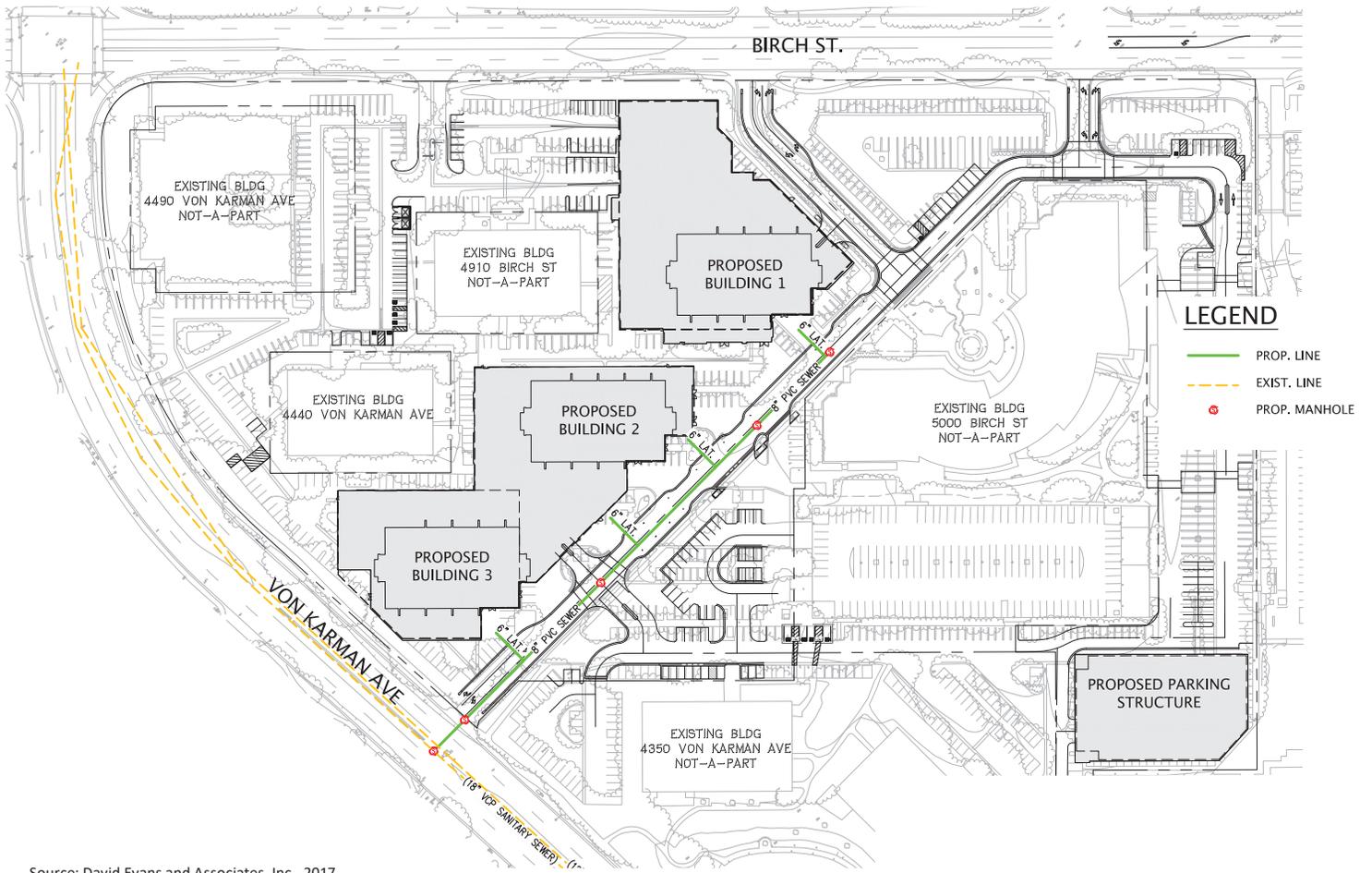


Source: David Evans and Associates, Inc., 2017

FIGURE 3-16: Proposed Non-Potable Water System
The Koll Center Residences Project



100 0 100 200 Feet
1"=100'



Source: David Evans and Associates, Inc., 2017

FIGURE 3-17: Proposed Sanitary Sewer System
The Koll Center Residences Project



100 0 100 200 Feet
1"=100'

Kimley»Horn



Source: David Evans and Associates, Inc., 2017

FIGURE 3-18: Conceptual WQMP
The Koll Center Residences Project

Dry Utilities and Services

Public infrastructure and utility buildings, structures, and facilities including, but not limited to, electrical, gas, telephone, and cable television would have to be extended to the proposed land uses. All new public utilities would be placed underground within the development area. Utilities would be principally located in road rights-of-way.

3.7 Project Design Features

Project Design Features (PDFs) are specific design elements proposed by the Applicant that have been incorporated into the Project. With the exception of PDF 2, the remaining design features have not been proposed to prevent the occurrence of or minimize the significance of potential environmental effects. Because PDFs have been incorporated into the Project, they do not constitute mitigation measures, as defined by Section 15126.4 of the State CEQA Guidelines (14 CCR). PDFs are included in the Mitigation Monitoring and Reporting Program (MMRP) to ensure their implementation as a part of the Proposed Project. As with mitigation measures, if the Project is modified through the public hearing process in a manner that would require modifications to the PDFs, the Applicant may be permitted to modify the PDFs before they are included in the MMRP proposed for adoption. The PDFs reflect specific components of the Project that have been identified and described in this section.

PDF 1⁴ Building Design. The Applicant will pursue a Leadership in Energy and Environmental Design (LEED) Silver Certification for the Project. Project features may include the following:

- Bicycle storage and maintenance facility
- Electric vehicle charging stations
- Indoor water use reduction
- Optimized energy performance
- Low emitting materials
- Day lighting
- Enhanced indoor air quality features
- Earth day functions for residents

PDF 2 Utilize Best Management Practices to Capture and Treat Storm Water

- a. *Podium.* The Project will use bio-treatment or bioretention strategies for treating the design capture volume. Roof drainage shall be directed, as appropriate, into landscape areas in the podium gardens. Runoff not treated at the podium level will be discharged onto the adjacent landscaped marsh areas that include bioretention strategies.
- b. *Street.* The bio-treatment strategy includes the use of proprietary biotreatment devices such as a Modular Wetland System, or an approved equivalent, in streets and

⁴ PDFs 1, 3, 4, and 5 are not required to preclude Project impacts.

parking. Tributary drainage areas and resulting design capture volumes will be treated within the treatment capacities of each biotreatment device.

- c. *Park.* Vegetated swales will be used in the park to treat the design capture volume. Vegetated swales will provide pollutant removal through settling and filtration in the vegetation lining the channels. Volume reduction can be incorporated by adding a gravel drainage layer underneath the swale allowing additional flows to be retained and infiltrated. If additional support is needed to detain the entire design capture volume, infiltration drywell systems will be incorporated.

PDF 3⁴ **Incorporate Efficient Irrigation Design Strategies along with the use of Reclaimed Water.** Reclaimed water will be used for all Project landscaping including the plazas, public park, and podium outdoor spaces for each of the residential buildings. Reclaimed water would be installed to irrigate the existing Koll Center Newport landscape areas within the project site boundaries. While complying with the Model Water Efficient Landscape Ordinance in effect at the time of final design, the irrigation design will include the use of efficient irrigation systems. Those may include smart controllers, soil moisture and rain sensors, and source control strategies, all designed to minimize the use of water.

PDF 4⁴ **Improved Project Site Access and Circulation.** The Proposed Project's new circulation pattern from the spine street will provide better overall circulation, as well as wayfinding, which will result in more accessible parking to individual buildings within the existing Koll Center Newport. The Project will also include improvements to pedestrian circulation within Koll Center Newport with the inclusion of raised crosswalks located at convenient locations within the project site.

PDF 5⁴ **Valet Parking and Shuttle Service.** Valet parking, which will be provided during Phase A and Phase 3 of construction, and shuttle service, which will be provided during all phases of construction, will provide convenient parking and building access for guests and tenants of Koll Center Newport during construction of the Project.

3.8 Construction Phasing

Implementation of the Proposed Project would be phased over an approximately 4.5-year period with demolition and construction activities anticipated to commence in the first quarter of 2018 and construction completed in the third quarter of 2022. The Project would be constructed in four phases. Phase A includes the demolition of some surface parking and landscaping, and the construction of the free-standing parking structure. Phase 1 is the construction of Building 1. Phase 2 is the construction of Building 2 and Building 3. Phase 3 is the construction of the public park and the completion of landscaping and reconfiguration of surface parking.

The project site would be graded, and foundation excavation would require the removal of approximately 127,730 cubic yards (cy) of material. Of the 127,730 cy, approximately 118,500 cy of material would be exported from the site. The remaining approximately 9,227 cy of material can be reused as a part of grading and recompaction activities. Grading assumptions for each phase of development is provided in the subsequent discussion.

Table 3-5 identifies the number of parking spaces that would be provided during each phase of the Project; both during the construction of the phase when the surface parking has been removed, and at the completion of the phase when the replacement parking or the new parking has been completed. This is also depicted in Figure 3-19, *Parking Use Allocation*. During the construction of the new parking structure (Phase A) and the construction of the public park and completion of landscaping and reconfiguration of surface parking (Phase 3), valet parking would be provided for the use of office employees of and guests to the office buildings. A shuttle would be provided during all phases of Project construction.

Phase	Starting Parking Supply		Parking Loss /Gain		Ending Parking Supply	
	Existing Office	Proposed Residences	Existing Office	Proposed Residences	Existing Office	Proposed Residences
Existing	1,651 ^a	0	n/a	n/a	1,651	0
Phase A - During Construction	1,651	0	-137 ^b	0	1,514	0
Phase A - At Phase Completion	1,514	0	508 ^c	0	2,022	0
Phase 1 - During Construction	2,022	0	-331 ^b	0	1,691	0
Phase 1 - At Phase Completion	1,691	0	276 ^c	198	1,967	198
Phase 2 - During Construction	1,967	198	-242 ^b	0	1,725	198
Phase 2 - At Phase Completion	1,725	198	0	372	1,725	570
Phase 3 - During Construction	1,725	570	-109 ^b	0	1,616	570
Phase 3 - At Phase Completion	1,616	570	43 ^c	8	1,659	578
Net Change					+8	n/a
n/a = not applicable a. Reflects the changes in the office parking supply for the portion of the Koll Center Newport that will be impacted by the Koll Center Residences Project. b. Demolished parking spaces. c. Added or replaced parking spaces. Phase A: Construction of new parking structure with 492 office parking spaces; 16 surface spaces Phase 1: Construction of Building 1: 87 dwelling units; 276 office parking spaces; 188 residential and guest spaces; 10 retail spaces Phase 2: Construction of Building 2 and Building 3: 173 dwelling units; 369 residential and guest spaces and 3 retail spaces Phase 3: Reconfiguration of surface parking and drive aisles, with 51 new surface parking spaces for office (43), park (5), and retail (3) Source: MVE + Partners, 2017.						

Phase A: Parking Structure

Phase A would allow for the demolition of approximately 137 surface parking spaces as well as landscaping in that parking area. A free-standing 492-stall parking structure would be constructed prior to breaking ground on the remainder of the Proposed Project in order to replace surface parking temporarily and permanently displaced by site development. The 50-foot-high parking structure would have nine levels: three levels of below-ground parking and six levels of above-ground parking including rooftop parking. Additionally, 16 surface parking spaces would be replaced resulting in the provision of 508 parking spaces. At the completion of Phase A, there would be a net increase of 371 parking spaces from 1,651 existing spaces to 2,022 spaces.

Grading associated with the parking structure would be approximately 24,726 cy of cut of which approximately 24,139 cy of materials would be exported from the project site. Construction activities are anticipated to occur over an approximate 10-month timeframe (months 0 through 10).

Phase 1: Building 1

Phase 1 includes the demolition of approximately 331 surface parking spaces to allow for the construction of Building 1. The building would include 87 residential units, 1,768 sf of retail uses, and structured parking. At the completion of Phase 1, there would be 2,165 parking spaces with parking for Building 1 residences and guests as well as 238 spaces in this structure for office uses and 38 surface parking spaces to offset the loss of surface parking.

In addition to the construction of Building 1, accessible parking spaces for the existing 4440 Von Karman Avenue office building and the building's trash enclosure would be relocated from the south side to the north side of the building, and surface parking improvements adjacent to the building would be provided. The reconfiguration of accessible parking and improved pedestrian access around of this building requires limited remedial grading, walkway construction, and landscape and irrigation improvements. These improvements are accounted for in the impact analysis set forth in this EIR. No additional changes to the 4440 Von Karman Avenue office building are proposed as a part of the Project.

Grading associated with the Building 1 would be approximately 56,699 cy of cut of which approximately 51,951 cy of material would be exported from the site. Construction activities are anticipated to occur over an approximate 22-month timeframe (months 10 through 32).

Phase 2: Building 2 and Building 3

Phase 2 includes the demolition of approximately 242 surface parking spaces to allow for the construction of Building 2 and Building 3. Building 2 would be located adjacent to and south of Building 1. Building 2 would have 86 residential flats and Building 3 would have 87 residential flats. There would be approximately 1,232 sf of retail on the ground level of the podium. One parking structure would serve both buildings and would have four levels of parking: two levels of above-grade and two levels of below-grade parking. At the completion of Phase 2, there would be 2,295 parking spaces with parking for Building 1, Building 2, and Building 3 residences within the parking structures inclusive of parking for residents and office tenants.

Phase 2 would require approximately 46,306 cy of cut of which approximately 42,414 cy of material would be exported from the project site. Construction activities are anticipated to occur over an approximate 22-month timeframe (months 32 through 54).

Phase 3

Phase 3 includes the demolition of 109 surface parking spaces to allow for the construction of the public park and the reconfiguration of on-site surface parking and access. Additional surface parking would be provided for the offices, as well as parking for the public park and retail uses. The additional demolished parking is accounted for within the structured parking provided in Phase A and Phase 1. No grading is assumed in Phase 3. Phase 3 construction activities are anticipated to occur over an approximate six-month to nine-month timeframe (months 45 through 54).



Source: MVE + Partners, 2017

FIGURE 3-19: Parking Use Allocation
The Koll Center Residences Project

3.9 Intended Use of the EIR

Pursuant to Section 15121 of the State CEQA Guidelines (14 CCR), an EIR is primarily an informational document intended to inform the public agency decision makers and the general public of the potentially significant environmental effects of a project. Prior to taking action on the Proposed Project, the City must consider the information in this EIR and certify the Final EIR.

The City of Newport Beach, as lead agency for the Project, has discretionary authority over the primary Project approvals. The Applicant has requested the consideration of the following discretionary actions as a part of Project approval.

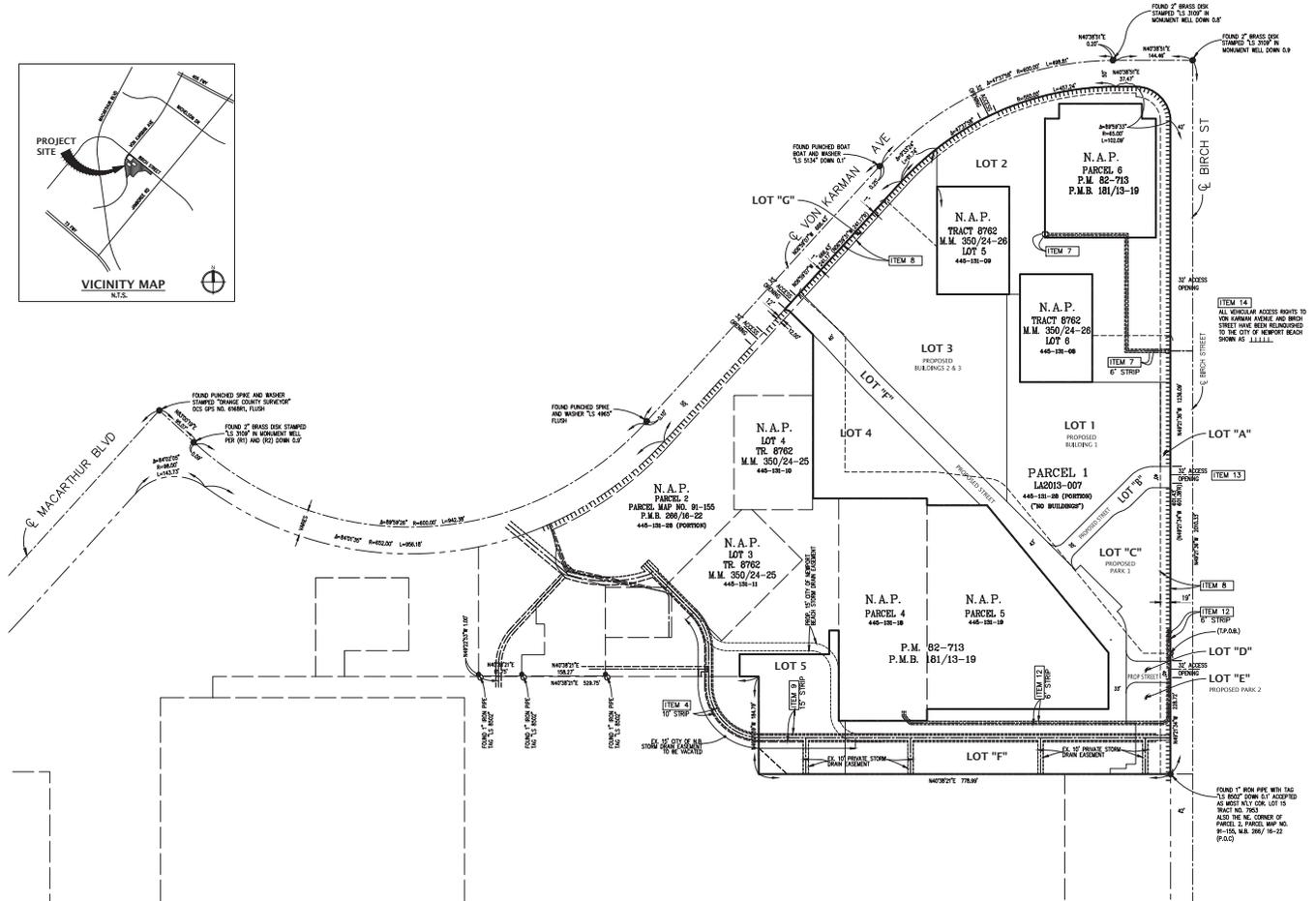
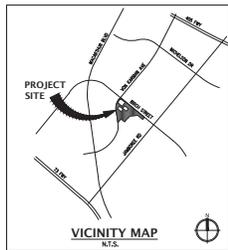
3.9.1 CITY OF NEWPORT BEACH

- **Certification of The Koll Center Residences Final Environmental Impact Report.**
- **Planned Community Development Standards Text Amendment:** An amendment to the Koll Center Newport Planned Community Development Plan (PC-15 Koll Center) to allow for residential mixed uses in Professional and Business Offices Site B.
- **Development Agreement:** A development agreement between the Applicant and the City describing development rights and public benefits for the residential development pursuant to Newport Municipal Code Section 15.45.020.A.2.a (development of 50 or more residential units).
- **Traffic Phasing Ordinance Study:** A traffic study pursuant to Municipal Code Chapter 15.40 (Traffic Phasing Ordinance).
- **Site Development Review:** Site development must be in accordance with applicable Planned Community, as amended, and Municipal Code development standards and regulations pursuant to Newport Beach Municipal Code Section 20.52.80 (Site Development Reviews).
- **Tentative Tract Map:** For condominium purposes including five numbered lots for development and seven lettered lots for the public park, parking, and private streets (see Figure 3-20, *Tentative Tract Map*).
- **Tentative Parcel Map:** For finance and conveyance purposes.
- **Transfer of Development Rights:** Transfer of up to 3,000 sf of unbuilt office/retail from Koll Center Site A to Site B.

In addition to the approvals identified above, the Proposed Project would be subject to other discretionary and ministerial actions by the City as part of Project implementation. Additional City approvals include but are not limited to site development permits, grading permits, use permits, sign permits, and building permits.

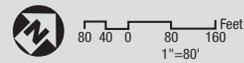
3.9.2 RESPONSIBLE AGENCIES

- **Orange County Airport Land Use Commission (ALUC):** The City of Newport Beach will refer the Project to the ALUC for determination of Project consistency with the Airport Environs Land Use Plan (AELUP) for John Wayne Airport.
- **Federal Aviation Administration (FAA):** Based on the location of the project site and the proposed height of the buildings, the Applicant will file Form 7460-1, Notice of Actual Construction or Alteration, with the FAA. The FAA will use information provided in Form 7460-1 and other data to conduct an aeronautical review for the Project.
- **Santa Ana Regional Water Quality Control Board (RWQCB):** Issuance of a National Pollution Discharge Elimination System (NPDES) Permit and Construction General Permit. If required, the Santa Ana RWQCB would also issue a Dewatering Permit consistent with the General Permit.



Source: David Evans and Associates, Inc., 2017

FIGURE 3-20: Tentative Tract Map
The Koll Center Residences Project



Kimley»Horn

