

May 2020

Addendum No. 3 to the
City of Newport Beach General Plan 2006 Update EIR, April 2006
(SCH No. 2006011119)

and

Addendum No. 1 to the
General Plan Land Use Element Amendment Final Supplemental EIR, May 2014
(SCH No. 2013101064)

Newport Airport Village

City of Newport Beach

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1. Introduction

1.1 BACKGROUND, PURPOSE, AND SCOPE

This document is an Addendum to the following previously certified City of Newport Beach Environmental Impact Reports (EIRs):

- General Plan 2006 Update Final Environmental Impact Report, April 2006 (State Clearinghouse No. 2006011119), as amended by two subsequent GPEIR Addendums:
 - Addendum to the City of Newport Beach General Plan 2006 Update Final Environmental Impact Report, November 2007.
 - Addendum No. 2 to the City of Newport Beach General Plan 2006 Update Final Environmental Impact Report, June 12, 2015.
- General Plan Land Use Element (LUE) Amendment, Final Supplemental Environmental Impact Report, March 2014 (State Clearinghouse No. 201310164).

The comprehensive 2006 General Plan Update EIR analyzed the potential impacts of a citywide comprehensive update to the land use plan, and goals and policies for 10 general plan elements. The Supplemental DEIR in 2014 focused on a General Plan Land Use Element Amendment proposing reduced or increased development capacities in various areas of the City. Both EIRs encompass proposed land uses for the Airport Area community and include the project site that is the subject of this Addendum.

The subject property is an approximately 16.46-acre site located west of MacArthur Boulevard, south of Campus Drive, north of Birch Street, and about 550 north of Dove Street. The site currently allows 358,498 square feet of commercial uses and is developed with a mix of office, retail, restaurant, and car rental facilities. The 2006 GPU EIR and 2014 LUE Amendment Supplemental EIR (SEIR) designated the site for the following uses:

- **2006 GPU EIR:** Airport Office and Supporting Uses (AO). The designation would allow up to 358,498 square feet of commercial uses based on the allowable 0.5 floor area ratio (FAR). The AO land use designation is intended to allow uses that support or benefit from operations of the adjoining John Wayne Airport. These may include professional offices; aviation; retail; automobile rental, sales, and service; hotels and ancillary retail, restaurant, and service uses. This designation specifies an FAR of 0.5, except for warehousing, which may be developed at an FAR of 0.75.
- **2014 LUE Amendment SEIR:** Mixed Use-Horizontal 2 (MU-H2). The SEIR assesses the potential development of an additional 238,077 additional square feet of office space and 329 new dwelling units (plus 115 density bonus units) for the site identified as “Saunders Properties.” In the 2014 LUE

1. Introduction

Amendment SEIR, the Saunders Properties site encompassed approximately 26.24 acres. (The proposed project occupies 16.46 acres of that area.) The MU-H2 designation applies to properties located in the Airport Area. It provides for a horizontal intermixing of uses that may include regional commercial office, multifamily residential, vertical mixed-use building, industrial, hotel rooms, and ancillary neighborhood commercial uses. A maximum of 2,200 residential units are allowed within this designation (exclusive of density bonus units) as replacement of existing office, retail, and/or industrial uses, at a maximum density of 50 units per adjusted gross acre, of which a maximum of 550 units may be developed as infill.

The proposed conceptual plan and Newport Airport Village Planned Community Development Plan (PCDP)—referred to as the proposed project in this Addendum—is based on the development of 329 residential units, additional density bonus units, and a mix of 297,572 square feet of commercial uses. Consistent with chapter 20.32 of the Newport Beach Municipal Code (NBMC), a density bonus will be permitted if the project includes affordable housing units. The NBMC would allow a maximum density bonus of 35 percent of residential units (115 additional units), resulting in up to 444 dwelling units for the project. The actual number of density bonus units will be determined at the time that a development project is proposed.

At this time, only a conceptual development plan has been prepared as part of the modified project (the PCDP). This Addendum, therefore, addresses the potential environmental impacts of a maximum impact scenario assuming 444 dwelling units and a mix of 297,572 square feet of commercial. The incremental impacts of the project are evaluated relative to the two certified EIRs described above. This Addendum substantiates that no supplemental or subsequent EIR is required pursuant to Section 21166 of the California Environmental Quality Act (CEQA) and Sections 15162 and 15164 of the CEQA Guidelines for the entitlements proposed (zone change, general plan amendment, planned community development plan, and development agreement). In comparison to the 2006 and 2014 EIRs, the project would not result in new or substantially more severe environmental impacts. Further, since the 2006 and 2014 EIRs were certified, there has been no substantial change with respect to the circumstances under which the project is being undertaken that would require major revisions to the EIRs. Any future discretionary entitlements required to develop the project site (for example, a tentative tract map and site development review) would be subject to further environmental review under CEQA.

1.2 ENVIRONMENTAL PROCEDURES

1.2.1 CEQA Requirements

According to Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

1. Substantial project changes are proposed that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

1. Introduction

2. Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
3. New information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified or the negative declaration was adopted shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration.
 - b. Significant effects previously examined will be substantially more severe than identified in the previous EIR.
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.
 - d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Preparation of an Addendum to an EIR is appropriate when none of the conditions specified in Section 15162 (above) are present and some minor technical changes to the previously certified EIR are necessary.

After careful consideration of the potential environmental impacts of the proposed project, the City of Newport Beach, as lead agency, has determined that none of the conditions requiring preparation of a subsequent or supplemental EIR have occurred. The City, therefore, has determined that the circumstances described in CEQA Guidelines Section 15164 apply to the proposed project, and an Addendum to the 2006 and 2014 certified EIRs is appropriate. This Addendum compares the proposed project to the designated land uses for the project site as approved in the 2006 General Plan Update (GPU) and the associated environmental impacts assessed in the GPU EIR. It further details impacts of the project compared to impacts identified for the site in the 2014 LUE Amendment SEIR.

This Addendum includes analysis of new topical sections that were not included in the previous EIRs; specifically, it includes a new energy section and a new wildfire section (see discussion in Section 1.2.3, *CEQA Checklist Update*). These additional analyses are appropriate for inclusion in the Addendum, but none result in new or increased significant impacts that would require preparation of a subsequent EIR pursuant to Section 15162 of the CEQA Guidelines.

1.2.2 Scope of Subsequent Analysis

The discretionary approvals subject to CEQA for the proposed project include the following:

1. Introduction

- Zone Change from OA (Office Airport) to PC (Newport Airport Village Planned Community)
- General Plan Amendment from AO (Airport Office and Supporting uses) to MU-H2 (Mixed Use Horizontal)
- Adoption of Newport Airport Village Planned Community Development Plan
- Approval of Development Agreement between the applicant and the City of Newport Beach

As lead agency under CEQA for this action, the City of Newport Beach is required to evaluate the environmental impacts associated with these discretionary approvals. The scope of the review for project-related impacts for this Addendum is limited to changes between the land uses as evaluated in the 2006 and 2014 EIRs in comparison to the currently proposed project. The approved, designated land uses in the 2006 General Plan and the GPU policies identified in the 2006 GPU EIR that mitigate potential environmental impacts for the site serve as the baseline for the environmental impact analysis of the proposed project. Relative impacts to the site land use as evaluated in the 2014 LUE Amendment SEIR are also evaluated to substantiate that new impacts associated with the proposed project would not be significant.

Note that neither the 2006 GPU EIR nor the 2014 LUE Amendment SEIR included mitigation measures. Both relied on detailed General Plan policies adopted in the 2006 General Plan to mitigate potential environmental impacts. As applicable, in addition to 2006 General Plan policies, this Addendum documents required regulatory requirements and City conditions of approval that reduce potential environmental impacts. As described further below, existing enforcement and monitoring mechanisms are in place to ensure that all measures will be implemented. A CEQA Mitigation Monitoring Program, therefore, is not required. This document is intended to provide sufficient information to allow the City of Newport Beach and any other permitting agencies to evaluate the potential impacts from construction and operation of the proposed project.

1.2.3 CEQA Checklist Update

On December 28, 2018, the Office of Administrative Law approved updated CEQA Guidelines that were implemented on January 1, 2019. The updated guidelines include an update to the Appendix G Checklist, which is used as the basis for topical environmental review by the City of Newport Beach. This Addendum has been prepared to fully address the requirements of the updated guidelines.. The updated Appendix G checklist includes some impact areas that were not included in the 2006 and 2014 certified EIRs. However, as discussed in this Addendum, the proposed project would not have any significant impacts or require mitigation in those impact areas. The addition of impact areas added to the Appendix G Checklist do not necessitate a new EIR.

1.3 CONTENT AND ORGANIZATION OF THIS ADDENDUM

The following components comprise the EIR Addendum in its totality:

1. The Introduction (Section 1), the Environmental Setting (Section 2) and Project Description (Section 3)

1. Introduction

2. The completed Environmental Checklist Form and its associated analyses (Sections 4 and 5), which conclude that the proposed project would not result in any new significant environmental impacts or substantially increase the severity of environmental impacts beyond the level disclosed in the 2006 General Plan Update EIR as Addended with Addendums 1 and 2.

This Addendum relies on the most current CEQA environmental checklist (Appendix G, 2019 CEQA Guidelines), which addresses environmental issues section by section. The completed checklist and conclusions in the checklist are included and substantiated in Section 5, *Environmental Analysis*, which includes the following subheadings for each environmental topic:

- Summary of Impacts Identified in the 2006 and 2014 Certified EIRs
- Impacts Associated with the Proposed Project
- Adopted Mitigation Measures/General Plan Policies Applicable to the Proposed Project
- Level of Significance After Mitigation/Policies Implementation

Where applicable, specific regulatory requirements identified in the 2006 and 2014 certified EIRs to reduce environmental impacts are reproduced in this Addendum as applicable for the proposed project.

3. The following Appendices to this Addendum:

- Appendix A: Airport Village Planned Community Development Plan (PCDP)
- Appendix B: Newport Village Trip Making Assessment

4. The 2006 General Plan Update EIR, accompanying Mitigation Monitoring and Reporting Program (MMRP), Technical Appendices to the GPU EIR, Findings and Statement of Facts, Statement of Overriding Considerations, and City Council Resolution No. 2006-75, which are all herein incorporated by reference pursuant to CEQA Guidelines Section 15150 and are available for review at City of Newport Beach Community Development Department, 100 Civic Center Drive, Newport Beach, CA 92660 and online at www.newportbeachca.gov.
5. Addendum No. 1 to the General Plan Update EIR, which is herein incorporated by reference pursuant to CEQA Guidelines Section 15150 and is available for review at City of Newport Beach Community Development Department, 100 Civic Center Drive, Newport Beach, CA 92660.
6. Addendum No. 2 to the General Plan Update EIR, which is herein incorporated by reference pursuant to CEQA Guidelines Section 15150 and is available for review at City of Newport Beach Community Development Department, 100 Civic Center Drive, Newport Beach, CA 92660.
7. General Plan Land Use Element Amendment Final Supplemental EIR, March 2014 (SCH No. 201310164) accompanying Mitigation Monitoring and Reporting Program (MMRP), Technical Appendices to the GPU EIR, findings and Statement of Facts, Statement of Overriding Considerations, and City Council Resolution No. 2014-65, which are all herein incorporated by reference pursuant to CEQA Guidelines Section 15150 and are available for review at City of Newport Beach Community Development Department, 100 Civic Center Drive, Newport Beach, CA 92660 and online at www.newportbeachca.gov

1. Introduction

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2. Environmental Setting

2.1 PROJECT LOCATION

The 16.46-acre project site is generally located southeast of John Wayne Airport and within the Airport Area as defined by the Newport Beach General Plan. The Airport Area includes approximately 360 acres in the northernmost portion of Newport Beach, bounded by Campus Drive to the west and north, Jamboree Road to the east, and Bristol Street to the south. The City of Irvine is located north and east of the Airport Area. The Airport Area is proximate to Interstate 405 and State Routes 55 and 73, and is within a commercial area of Newport Beach that is gradually redeveloping into a mixed-use community integrating residential development with commercial office, retail, and other uses. The *Regional Location* and *Local Vicinity* for the project site are depicted in Figures 1 and 2, respectively. An aerial photograph of the project site, which is located west of MacArthur Boulevard, south of Campus Drive, north of Birch Street, and about 550 feet north of Dove Street, is provided as Figure 3, *Aerial Photograph, Project Site*.

2.2 ENVIRONMENTAL SETTING

2.2.1 Existing Land Use

The 2013 traffic study prepared for the LUE Amendment SEIR identified traffic area zones (TAZs). TAZs 1378 and 1379 include the project site and some adjacent properties (they encompass the area bounded by MacArthur Boulevard, Birch Street, Dove Street, and Campus Drive). The traffic study identified existing uses in TAZs 1378 and 1379 as 171,191 square feet of commercial uses and 352,300 square feet of office uses. These uses, as shown on Figure 3, *Aerial Photograph, Project Site*, are accommodated within several buildings fronting Campus Avenue and Birch Street, and include miscellaneous commercial uses, including retail, office, a bank, service uses, medical offices, a restaurant, and car rental facilities.

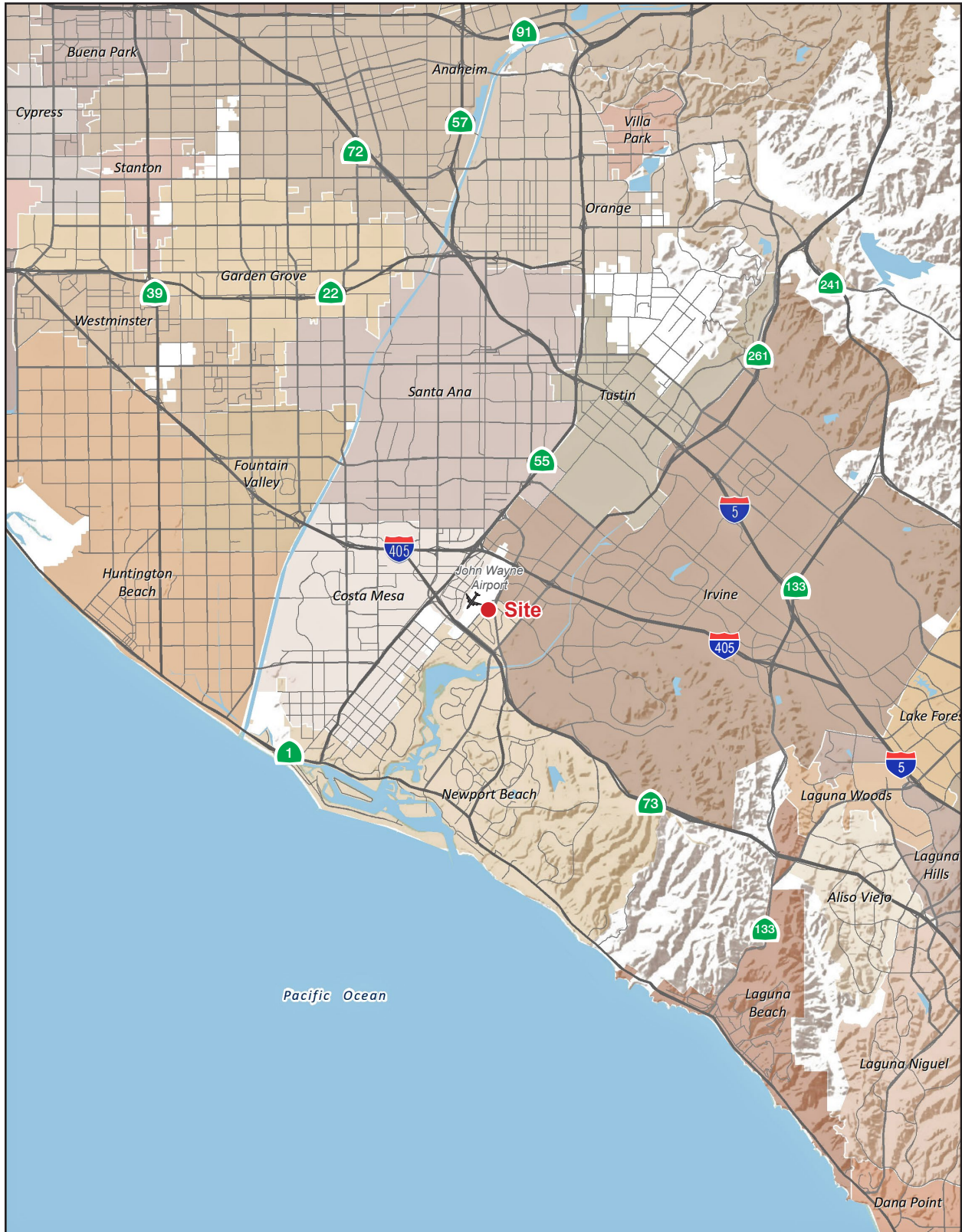
2.2.2 Surrounding Land Use

Surrounding land uses, including office, hotels, auto rental facilities and retail uses, are depicted on Figure 4, *Aerial Photograph, Airport Area*. The John Wayne Airport abuts Campus Drive to the north. The 7- to 10-story Radisson Hotel and Benihana Restaurant are located across Birch Street to the south of the project site. South of the hotel and restaurant, the site of the existing MacArthur Square shopping center, bounded by Scott Drive, Corinthian Way, and Dove Street, was recently approved (2018) for development of a 5-story, 350-unit residential project (Newport Crossings). Office and hotel uses are located across MacArthur Boulevard to the east.

2. Environmental Setting

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Figure 1 - Regional Location



Note: Unincorporated county areas are shown in white.

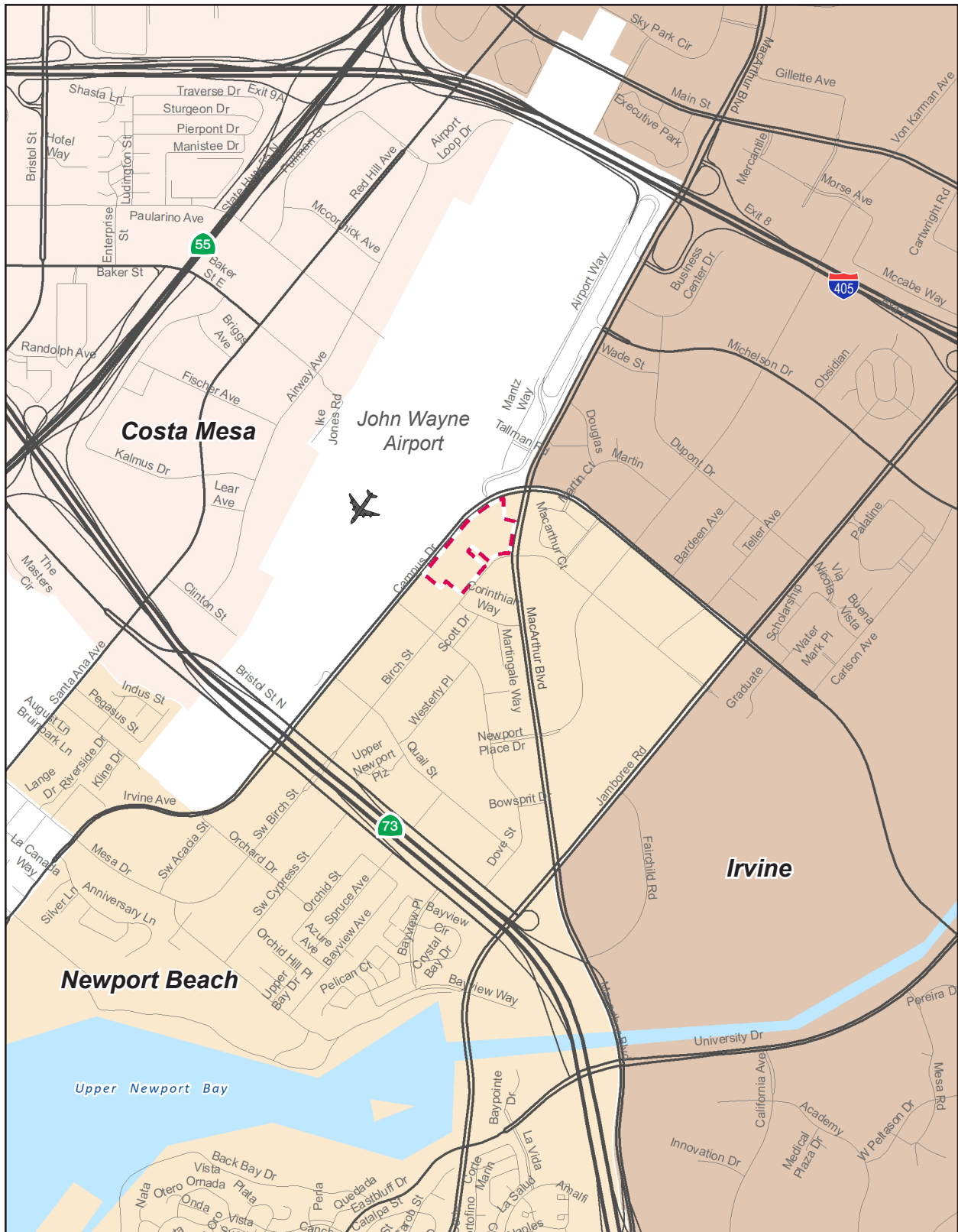


Source: ESRI, 2019

2. Environmental Setting

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Figure 2 - Local Vicinity



Note: Unincorporated county areas are shown in white.

--- Project Boundary

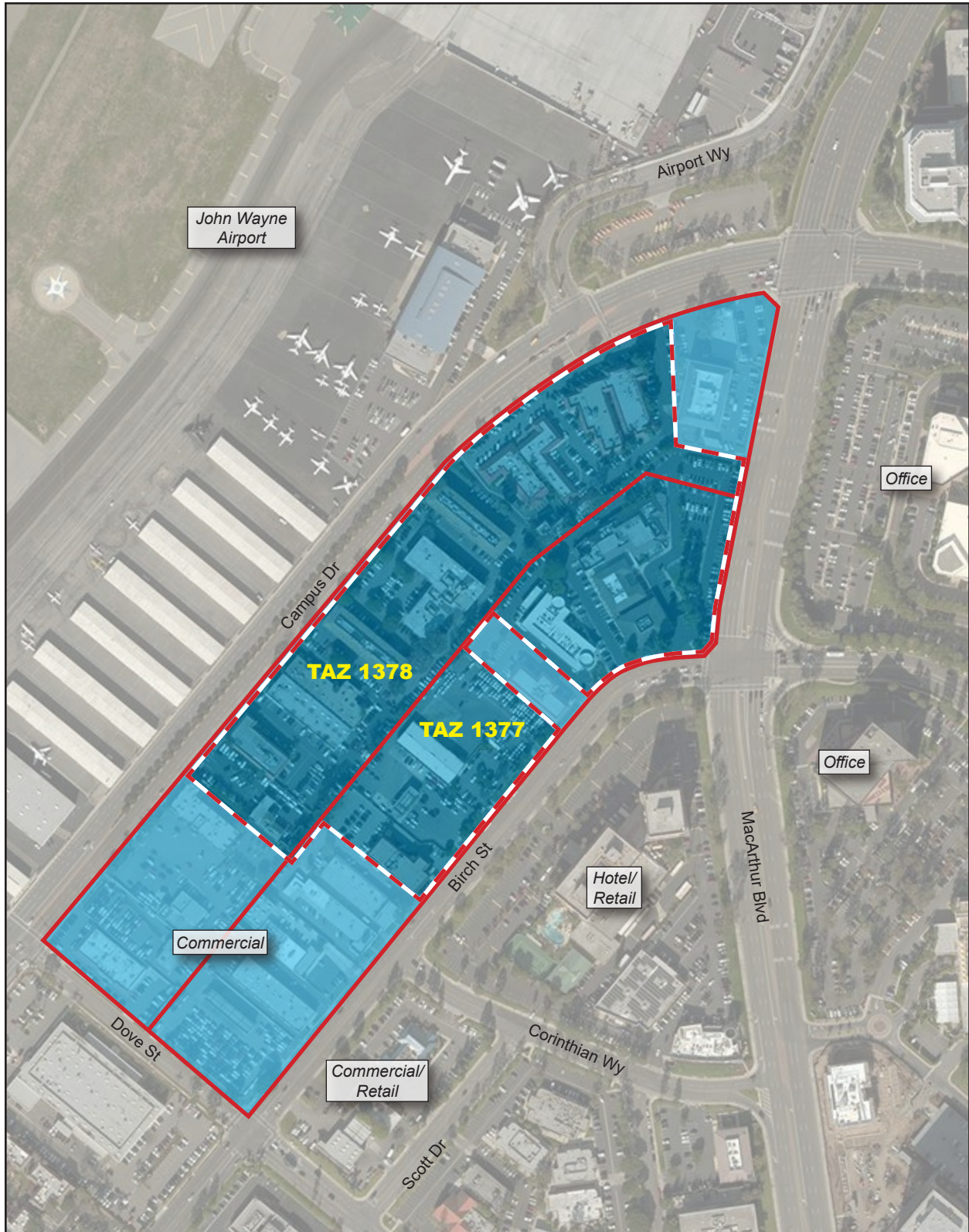
Source: ESRI, 2019



2. Environmental Setting

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Figure 3 - Aerial Photograph, Project Site



--- Project Boundary



Traffic Analysis Zone (TAZ) 1377 and 1378



Source: ESRI, 2019

2. Environmental Setting

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2. Environmental Setting

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3. Project Description

3.1 PROJECT BACKGROUND

3.1.1 2006 General Plan

Since Newport Beach is almost fully developed, the 2006 General Plan (existing General Plan) focused on “new development that would result as re-use of economically underperforming properties and obsolete development, conversion of uses in response to market demand (e.g., office and industrial to residential) and more intense use of land in defined areas” (DEIR, General Plan 2006 Update). The General Plan identified several subareas as special study areas, including the John Wayne Airport Area. The plan for the Airport Area is shown in Figure 5, *LU22 Airport Area*, and allows for the maintenance and/or limited expansions of currently developed mix of uses, including office, airport-supporting commercial, hotel, and public uses. The 2006 General Plan also introduced the opportunity to develop new residential neighborhoods as replacements for existing and allowed future uses, and in some cases, for underutilized surface parking lots. Policies establish criteria for the development of cohesive residential neighborhoods oriented around neighborhood parks and local-serving convenience commercial facilities and interconnected by a network of pedestrian-oriented streets. Buildout of the Airport Area in accordance with the approved General Plan would allow up to 2,200 residential units (1,650 replacement and 550 additional units), although the addition of 4,300 residential units was studied in the 2006 GPU EIR.

As shown in Figure 5, the project site is designated for Airport and Office Supporting (AO) businesses. Residential uses per the 2006 General Plan are not a permitted use within the 16.46-acre project site, but were identified as allowable uses in the Mixed-Use-Horizontal (MU-H2) areas throughout much of the Airport Area.

3.1.1.1 ADDENDUMS TO THE 2006 GENERAL PLAN UPDATE EIR

Subsequent to approval of the General Plan Update approval and certification of the GPU EIR in 2006, two GPU EIR Addendums were approved. Both Addendums were limited to changes in the Newport Center Statistical Area (General Plan Statistical Area L1 (Newport Center/Fashion Island) of the City and did not change land uses or environmental findings related to the Airport Area or to the Airport Village project site. No mitigation measures were required for the changes approved as addressed in these Addendums. Following is a brief summary of actions covered:

- Addendum to the City of Newport Beach General Plan 2006 Update Final Environmental Impact Report, November 2007.

The approval established a “Planned Community District” and adopted the North Newport Center Planned Community (PC) Text. The action incorporated Fashion Island, Block 600 and Block 500, and San Joaquin Plaza owned by The Irvine Company (applicant) into a single Planned Community District. Respective areas and PC Text within the San Joaquin Planned Community District were removed.

3. Project Description

The PC District is intended to provide the classification and development of land use parcels as a coordinated, comprehensive project to take advantage of large-scale community planning. The North Newport Center PC Text was developed to be consistent with the 2006 adopted General Plan and reflects the uses and land designations permitted under the plan. As detailed in Addendum No. 1, Table 1, “Development Area Summary,” land uses would not allow for any increase beyond the development intensities allowed in the General Plan for those subareas.

- Addendum No. 2 to the City of Newport Beach General Plan 2006 Update Final Environmental Impact Report, June 12, 2015.

This Addendum addressed proposed transfers of unbuilt development intensity within the Newport North Center PC (NNCPC). Specifically, the Addendum analyzed:

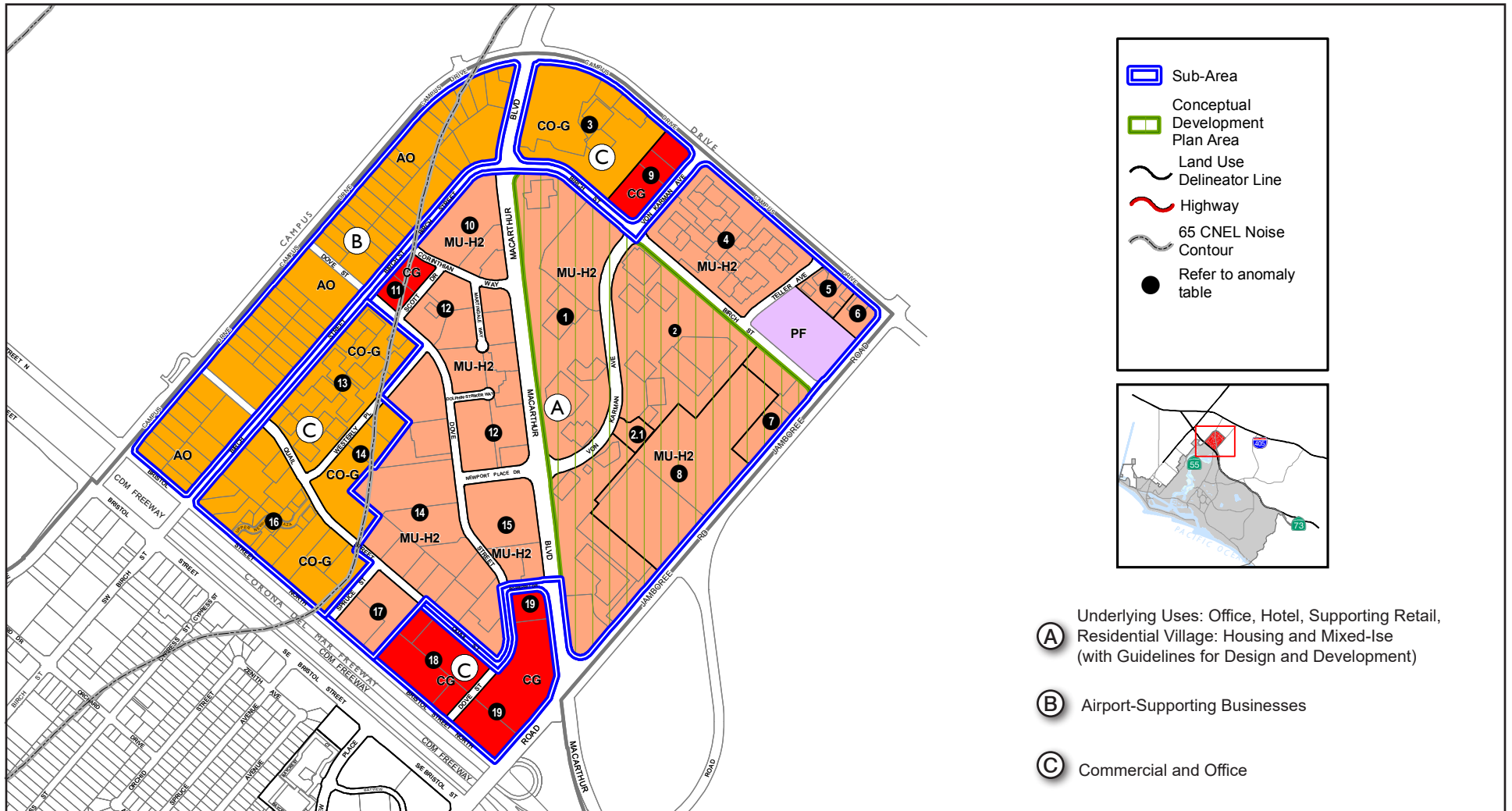
- Conversion of unbuilt, nonresidential development intensity (79 hotel rooms) to multifamily residential development intensity and transfer into the NNCPC.
- Assignment of 15 residential units within the MU-H3 portions of Newport Center to San Joaquin Plaza.
- Amendment of NNCPC Development Plan to increase allowable residential development by a total of 94 units and to allocate the 94 units plus the 430 residential units currently allocated to the MU-H3 portions of the NNCPC solely to San Joaquin Plaza.
- Amendment of the Public Benefit Agreement between the City of Newport Beach and the Irvine Company concerning North Newport Center to vest the revised development intensities and allocations.
- Approval of a traffic study for 94 units pursuant to the City’s Traffic Phasing Ordinance and Amendment to the Affordable Housing Implementation Plan (AHIP).

Based on the facts and analysis in Addendum No. 2, the City’s Planning Commission found that the project, when compared to the 2006 GPU EIR, would not result in any new or more severe adverse environmental impacts. The Planning Commission also specifically concluded that, based on the Traffic Phasing Ordinance (TPO) traffic analysis prepared for Addendum No 2, the project would not have any new or more significant adverse traffic or circulation impacts.

The General Plan Update EIR and both Addendum Nos. 1 and 2 are incorporated by reference pursuant to CEQA Guidelines Section 15150 and are available for review at the City of Newport Beach Community Development Department, 100 Civic Center Drive, Newport Beach, CA 92660.

None of the approvals addressed in the GPU EIR Addendums affect the Airport Area or proposed Airport Village project site. Therefore, they are not addressed further in this Addendum.

Figure 5 - LU22 Airport Area



- (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, General Plan Update, fig. LU22

0 1,200
Scale (Feet)



3. Project Description

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3. Project Description

3.1.2 General Plan Land Use Element Amendment

In 2014, an amendment to the General Plan Land Use Element was prepared to reflect changes in the economy and market, recent legislation, and emerging best practices. The LUE Amendment included increases/decreases in development capacity in specific areas of the city. Some areas within the Airport Area were proposed for increases in density, as shown in Figure 6, *Airport Area Proposed Changes, 2014 LUE Amendment*. The proposed land use modifications included redesignating the subject property (and adjacent properties collectively called the “Saunders Properties”) as Mixed Use Horizontal (MU-H2) and increasing the allowable capacity by 238,077 square feet of office space, 329 units, and 115 density bonus units. Those 444 units and 238,077 square feet were in addition to nonresidential development pursuant to the site’s allowed 0.5 FAR. These changes are compared to existing uses (as of 2014) and uses allowed pursuant to the 2006 General Plan in Table 1, *Proposed Area 4A Land Use Changes, LUE Amendment (2014)*.

On July 22, 2014, the LUE Amendment was approved by the City Council, and the Supplemental EIR was certified. The City also posted a Notice of Determination (NOD) on July 23, 2014, with the County Clerk as well as the State Clearinghouse for the Office of Planning and Research (OPR). The project approval, however, was subject to City Charter Section 423, which requires that voters approve major amendments (known as the Greenlight Initiative). A “major amendment” is one that significantly increases the maximum amount of traffic that allowed uses could generate or significantly increases allowed density or intensity. The voters declined to approve the LUE Amendment in the November 2014 election. The certification of the Supplemental EIR, however, was not subject to Charter Section 423; therefore, the SEIR remains valid and certified.

Table 1 Proposed Area 4A Land Use Changes, LUE Amendment (2014)

Map Reference	Location	Planning Sub-Area	2006 General Plan		Proposed Changes (2014 LUE Amendment)		
			Designation	Allowable	Designation	Increased Capacity	Resulting Capacity w/Amendment
4A (TAZs 1377 & 1378)	Saunders Properties 26.24* acres	Airport Area	Airport Office and Supporting Uses (AO)	571,507 SF Office and Auto Rental Facilities	Mixed-Use Horizontal (MU-H2)	238,077 SF 329 DU	809,584 SF 444 DU (329 DU plus 115 density bonus units)**

* The Airport Village project site is 16.46 acres within this total 26.24 acre area.

**The traffic study for the proposed LUE Amendment evaluated 804,366 SF and 444 DU.

3.2 PROPOSED LAND USE

The project applicant (Saunders Property Company) proposes redesignation of the approximately 16.46-acre project site to allow a maximum of 329 residential dwelling units, additional density bonus units, and a maximum of 297,572 square feet of office, retail, service, and auto rental facilities. The potential configuration of the land uses is shown in Figure 7, *Concept Plan*. The proposed project site encompasses 16.46 acres of the 26.24 acres studied in the 2014 LUE Amendment.

3.2.1 Residential

The base 329 units would be developed at a maximum density of 50 units per acre (du/acre) in the residentially designated portion of the PCDP and in accordance with Land Use Element Policy LU 6.15.7. The applicant

3. Project Description

has requested a waiver of the Land Use Element Policy LU 6.15.7 minimum density requirement (30 dwelling unit per acre) as allowed by California Government Code Section 65915(e)(1).

The MU-H2 land use designation allows a variety of residential development configurations, including single-unit dwellings-attached, single-unit dwelling-detached, multiunit dwellings, two-unit dwellings, and/or live-work units. However, the proposed PCDP assumes multiunit development.

The project would be entitled to a density bonus that corresponds with its affordable units, pursuant to state density bonus law and consistent with Chapter 20.32 of the NBMC. The percentage of the project's base 329 residential units will be set aside for affordable housing as follows:

- At least 5 percent for very low income households, OR
- At least 10 percent for low income households, OR
- At least 10 percent for moderate income households.

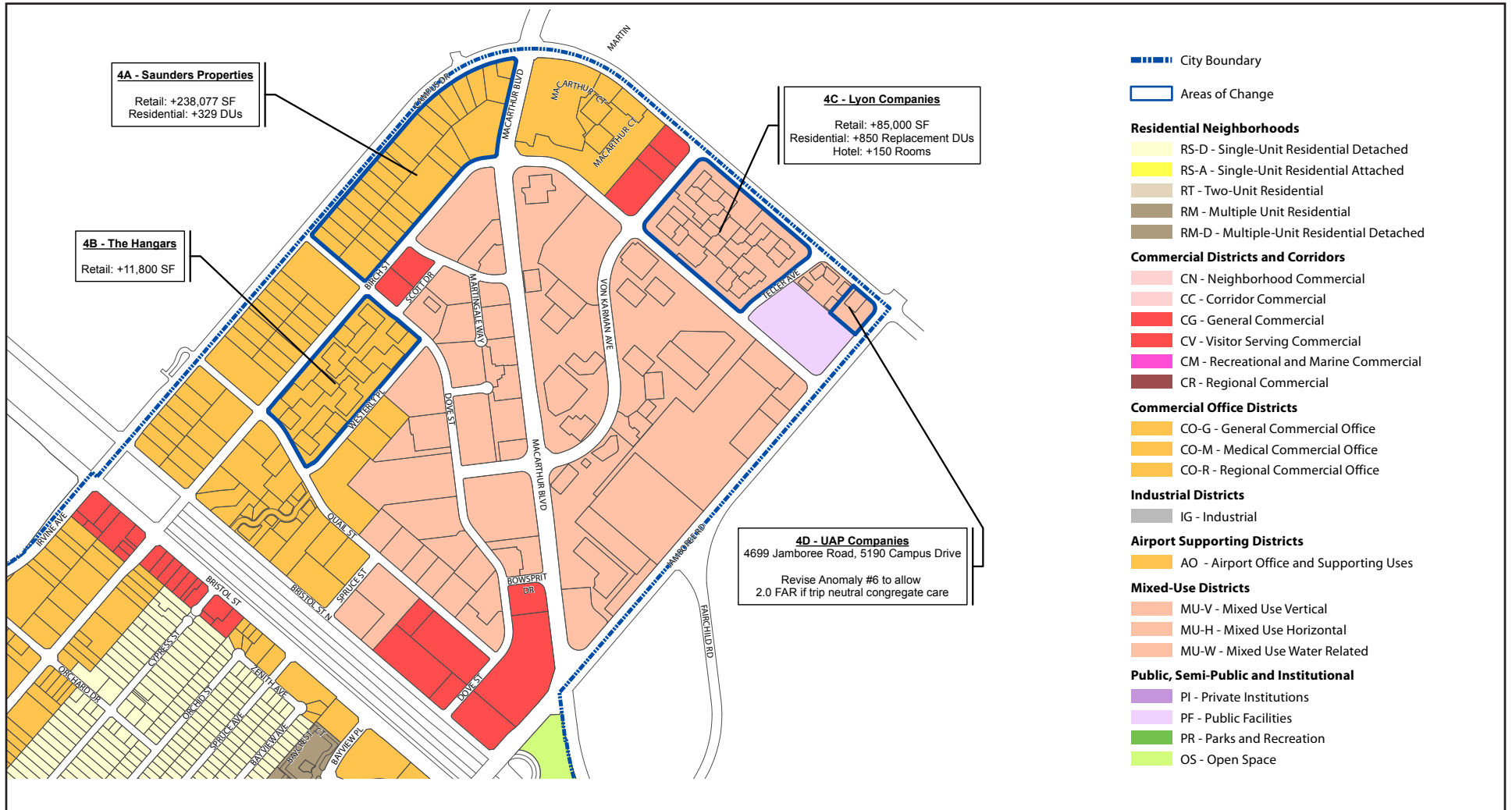
The proposed Newport Airport Village PCDP details the potential entitlement for density bonus units based on the provision of affordable units. The project could be eligible for up to 35 percent of the base units (an additional 115 dwelling units), depending on the affordable housing set-aside.

The proposed project is adjacent to John Wayne Airport, and residential uses would be prohibited within the 65 DBA CNEL contour of the airport and within John Wayne Airport Safety Zone 3 (see Figures 12 and 16, respectively, for Safety Compatibility Zone and CNEL boundaries) to ensure consistency with the Airport Environs Land Use Plan for John Wayne Airport and Newport Beach General Plan Policy N 3.2.

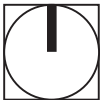
3.2.2 Nonresidential

The project proposes a maximum of 297,572 square feet of office, commercial, and auto-rental facilities. The current land use designation of AO allows up to 358,498 square feet of commercial use based on the allowable 0.5 FAR. With a few exceptions, uses permitted or conditionally permitted within the OA zoning district, as listed in Chapter 20.20 of the Municipal Code, would remain permitted or conditionally permitted pursuant to the PCDP. Per the code, the OA zoning district is intended to provide for uses that support or benefit from airport operations. These may include corporate and professional offices; automobiles sales, rental and service; aviation sales and service; hotels; and accessory retail, restaurant, and service uses. Uses determined by the Community Development Director to be accessory or ancillary to permitted uses would also be allowed.

Figure 6 - Airport Area Proposed Changes, 2014 LUE Amendment



0 1,200
Scale (Feet)



Source: City of Newport Beach, March 2014, Supplemental EIR, fig. 3.4

3. Project Description

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Figure 7 - Concept Plan



Source: Airport Village Planned Community Development Plan, May 2020

3. Project Description

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3. Project Description

3.3 PROPOSED ENTITLEMENTS

The following entitlements/discretionary approvals from the City are required for the proposed project:

- Zone Change from OA (Office Airport) to PC (Newport Airport Village Planned Community)
- General Plan Amendment from AO (Airport Office and Supporting Uses) to MU-H2 (Mixed Use Horizontal)
- Adoption of the Newport Airport Village Planned Community Development Plan (PCDP)
- Approval of Development Agreement between the applicant and the City of Newport Beach

Approvals of these entitlements would provide the land use authorization for development of the site with a maximum of 329 residential dwelling units, additional density bonus units, and a maximum of 297,572 square feet of office, retail, service, and auto rental facilities. This Addendum analyzes the potential impacts associated with the requested entitlements. Future development of the project site in accordance with these approvals, however, would require site development review and supporting applications/information, including refined site plan(s), infrastructure detail, and focused technical studies. The subsequent review would also be subject to applicable environmental review under CEQA.

3.3.1 Newport Airport Village Planned Community Development Plan

Upon approval, the Newport Airport Village PCDP would become the zoning for the project area and would provide development standards and guidelines for buildout of property. The proposed PCDP is provided as Appendix A to this Addendum. The PCDP includes:

- Introduction and Purpose
- The PC District Boundary, Parcel Numbers, and Addresses
- Land Use and Development Regulations
- Site Development Standards
- Architectural Design Considerations
- Plan Administration Information

3.3.1.1 LAND USES, DEVELOPMENT REGULATIONS, AND SITE DEVELOPMENT STANDARDS

Land Uses

The proposed PCDP district boundary encompasses 16.46 acres and is shown in Figure 8, *PC District Boundary*. The project area is delineated into two planning areas, as depicted in Figure 9, *PC Land Use – Planning Areas 1 and 2*. Planning Area 1 comprises 7.14 acres and is designated as Mixed-Use Residential. Planning Area 2 is designated Commercial and encompasses 9.32 acres. The boundary of Planning Area 1 coincides with the 65 dBA CNEL contour from the John Wayne Airport Environs Land Use Plan (OCALUC 2008). Per the PCDP, a maximum of 329 residential units plus density units would be allowed within the residential-designated area,

3. Project Description

outside of the 65 dB CNEL noise contour. The AELUP categorizes safety zones from 1 to 6, with 1 being the most restrictive (prohibits all new structures and residential uses). Zone 3 limits residential uses to very low residential densities and recommends avoidance of moderate to higher usage intensities. Planning Area 1 is within Safety Zone 6, which does not restrict any residential uses.

The future residential project would comply with Chapter 19.52 of the City’s municipal code requiring dedication of parks and/or payment of in-lieu fees.

The major land use categories for each planning area are listed in Table 2, *Permitted Uses by Planning Area*. The PCDP notes that the Community Development Director may determine other uses not specifically listed may be allowed or allowed pursuant to a Minor Use Permit (MUP) or Conditional Use Permit (CUP), provided the use is consistent with the purposed of the planning area, compatible with surrounding uses, and not listed as a prohibited use.

Table 2 Permitted Uses By Planning Area

Uses	Planning Area 1	Planning Area 2	Notes
Residential			
Multi-unit dwellings	P	-	
Live/work units	P	-	
Mixed-use development	P	-	
Accessory dwelling units	P	-	Per NBMC 20.48.200
Home Occupations	P	-	Per NBMC 20.48.110
Residential accessory uses and amenities	P	P	
Food, Alcohol, Entertainment			
Alcohol sales (off-site)	MUP	MUP	
Alcohol Sales (on-site)	CUP	CUP	
Bars, lounge, nightclub	-	CUP	
Food service, no late hours	MUP	MUP	
Food service, late hours	CUP	CUP	
Office, Retail, Service			
Financial Institutions	P	P	
Offices, business & professional	P	P	
Offices, medical and dental	P	P	
Personal services, general	P	P	
Personal services, restricted	MUP-	MUP	
Retail sales (less than 10,000 sq. ft.)	P	P	
Retail sales (greater than 10,000 sq. ft.)	-	P	
Other Uses			
Uses not listed herein, but allowed in the OA zone	-	A	

P = Permitted Use
CUP = Conditional Use Permit
MUP = Minor Use Permit
A = Allowed subject to permit requirements provided in Table 2-4 of NBMC Section 20.20.020(C)
- = Not Permitted

3. Project Description

Development Standards

PCDP site development standards include: height limitations; minimum building area square footage; floor area ratios; setbacks; parking standards by use; landscaping, lighting, and sign standards; energy requirements, walls/hedges height limitations; and screening/buffering standards (for storage, mechanical equipment, and waste, etc.). The proposed PCDP development standards specify residential density, open space requirements, affordability requirements, noise standards and notification requirements, and park dedication/fees requirements (please see PCDP in Appendix A for complete list of standards).

Planning Area 1 Development Standards (Mixed-Use Residential)

- **Maximum height of residential or mixed-use structure:** 85 feet, including any architectural features of mechanical equipment.
- **Maximum height of non-residential structure:** 37 feet including any architectural feature, elevator penthouse, or mechanical equipment, unless a Site Development Review is approved pursuant to NBMC Section 20.52.080, in which case the maximum shall be 55 feet.
- **Minimum setbacks:**
 - Buildings, or portion thereof, that are under 20 feet in height shall be set back a minimum of 10 feet from any street property line and a minimum of 5 feet from any internal property line.
 - Buildings, or portion thereof, that are 20 feet or greater in height shall be set back a minimum of 20 feet from any street and a minimum of 5 feet from any internal property line.
- **Residential Density:** Densities shall be a minimum of 30 dwelling units per acre and a maximum of 50 dwelling units per acre, not including density bonus units.
- **Floor Area Limit:** Floor area for nonresidential uses shall not exceed 94,583 square feet. This floor area limit is based on the conversion commercial development allowed by the general plan to residential dwelling units pursuant to General Plan Policy LU6.15.5.
- **Affordability Requirements:** Residential development shall include affordable housing as follows: a minimum of 17 units for very-low income households (5 percent of 329 units), or a minimum of 33 units for low-income households (10 percent of 329 units), or a minimum 33 units for moderate-income households within a common-interest development.

Planning Area 2 Development Standards

- **Permitted Height of Structures:** No structure, nor any portion of any structure, architectural feature, elevator penthouse, or mechanical equipment shall exceed a height of 37 feet, unless a Site Development Review is approved pursuant to NBMC Section 20.52.080, in which the review authority may allow buildings or structures to exceed 37 feet to a maximum of 55 feet.

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- **Setbacks:** Minimum setbacks shall be 15 feet from any street property line and 5 feet from any internal property line.
- **Floor Area Ratio:** Floor area ratio shall not exceed 0.5, except for warehouse uses, which are allowed a maximum floor area ratio of 0.75.
- **Lot Size and Dimensions:** Newly created shall meet the minimum standards for lots provided in NBMC Section 20.20.030 for the OA (Office—Airport) Zoning District.

Additional Development Standards

In addition to the planning area specific development standards, the proposed PCDP includes standards applicable to all development within the Newport Airport Village Planned Community that address:

- Maximum intensity
- Parking and Circulation
- Landscaping
- Pedestrian and Bicycle Connection
- Lighting
- Utilities
- Air Conditioning Units
- Signs
- Fences, Hedges, and Walls
- Buffering and Screening
- Ground-Mounted Mechanical Equipment
- Outdoor Storage
- Solid Waste Storage Areas
- Native American Monitoring

3.3.1.2 ARCHITECTURAL DESIGN

The PCDP includes general principles for architectural design and additional principles by land use: mixed use, residential, and office/commercial. Pursuant to the PCDP, development will be designed to convey a unified and high-quality character with use-consistent architectural design, materials, and color palette. Abundant use of landscape within interior courtyards, open spaces, and parking areas is encouraged. Figure 10, *Conceptual Architecture*, shows images by land use type as included in the PCDP to guide development with respect to architectural massing, detail, building material variety, and pedestrian-orientation integration. These images are not intended to portray precise design of future development.

3.3.1.3 PLAN ADMINISTRATION AND IMPLEMENTATION

The Plan Administration section summarizes the ongoing procedures to implement the PCDP. The Site Development Review process, including an application with all materials to determine consistency with the

3. Project Description

PCDP and applicable requirements of the Newport Beach Municipal Code, would be required prior to the issuance of a grading or building permit. No parcel or tract map shall be recorded prior to the approval of the Site Development Review for the entire project or significance phase, and until responsibility for the performance of and payment for maintenance are clear. CC&Rs shall be subject to the approval of the City Attorney.

Applications for PCDP amendment shall follow the process identified in the NBMC (Section 20.56.050(E)), and administrative responsibilities and authority shall be subject to NBMC Chapter 20.60. Compliance with the CDP and the Zoning Code shall be subject to NBMC Chapter 20.68.

3. Project Description

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Figure 8 - PC District Boundary



— Project Boundary
- - - City Boundary

0 300
Scale (Feet)



Source: Newport Airport Village PCDP, May 2019

3. Project Description

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3. Project Description

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Figure 10 - Conceptual Architecture



Mixed Use

Mixed-Use Residential Dwellings



Office/Commercial

3. Project Description

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4. Environmental Checklist

4.1 BACKGROUND

1. **Project Title:** Newport Airport Village

2. **Lead Agency Name and Address:**

City of Newport Beach
Community Development Department
100 Civic Center Drive
Newport Beach, CA 92660

3. **Contact Person and Phone Number:**

James W. Campbell, Deputy Director Community Development
949-644-3210

4. **Project Location:**

The 16.46-acre project site is generally located southeast of John Wayne Airport and within the approximate 360-acre Airport Area as defined by the Newport Beach General Plan. The site is located west of MacArthur Boulevard, south of Campus Drive, north of Birch Street, and about 550 feet north of Dove Street.

5. **Project Sponsor's Name and Address:**

Saunders Property Company c/o Starpointe Ventures
19700 Fairchild, Suite 240
Irvine, CA 92612

6. **General Plan Designation:** Airport Office and Supporting Uses (AO)

7. **Zoning:** Office-Airport (OA)

8. **Description of Project:**

Proposed redesignation of the approximately 16.46-acre project site to allow mixed uses, including a maximum of 329 residential dwelling units, additional density bonus units (up to 115 units), and a maximum of 297,572 square feet of office, retail, service, and auto rental facilities.

9. **Surrounding Land Uses and Setting:**

The John Wayne Airport abuts Campus Drive to the north. The 7- to 10-story Radisson Hotel and Benihana Restaurant are located across Birch Street to the south of the project site. South of the hotel and restaurant, the site of the existing MacArthur Square shopping center, bounded by Scott Drive, Corinthian Way, and Dove Street, was recently approved (2018) for development of a 5-story, 350-unit residential project (Newport Crossings). Office and hotel uses are located across MacArthur Boulevard to the east.

4. Environmental Checklist

10. Other Public Agencies Whose Approval or Consideration Is Required: (e.g., permits, financing approval, or participation agreement):

- Airport Land Use Commission (ALUC): John Wayne Airport
- Santa Ana Regional Water Quality Control Board Agency
- South Coast Air Quality Management District

4. Environmental Checklist

4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

This Addendum evaluates the potential incremental impacts of the proposed project in comparison to the 2006 GPU EIR and the 2014 LUE Amendment Supplemental EIR to determine if there are potentially new project-related significant impacts, an increase in the severity of previously determined significant impacts, or changes in circumstances that could result in new significant impacts.

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural and Forest Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

4.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could, as originally proposed, have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures or conditions or approval that are imposed upon the proposed project, nothing further is required prior to consideration and adoption of this modified IS/Checklist and Addendum.

Signature


Printed Name
JAMES W. CAMPBELL

For
Deputy Director Community Development

Date
MAY 27, 2020

4. Environmental Checklist

4.4 COMPARING CHANGES AND/OR NEW INFORMATION TO PREVIOUS EIRs

The purpose of the checklist is to evaluate the categories in terms of any “changes” or “new information” that may result in a changed environmental impact evaluation pursuant to Public Resources Code section 21166 and CEQA Guidelines sections 15162-15164. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no substantial change in the project or circumstances surrounding the project that would result in new significant adverse environmental impacts from those identified in the previously adopted negative declaration.

4.4.1 Explanation of Checklist Evaluation Categories

Where Impact Was Analyzed in Prior Environmental Documents

This analysis provides a crosswalk to the pages of the other environmental documents where information and analysis may be found relative to the environmental issue listed under each topic.

Are Substantial Changes Proposed to the Project Which Require Major Revisions to the Prior EIR or Negative Declaration Involving New Significant Impacts or a Substantial Increase in the Severity of Previously Identified Significant Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether any changes to the project would require major revisions to the prior EIR or negative declaration due to the involvement of new significant adverse environmental effects. If a “yes” answer is given, additional mitigation measures, or revised measures, will be specified in the discussion section including a statement of impact after mitigation.

Any Substantial Change in Circumstances Involving New Significant Impacts or Substantial Increase in the Severity of Previously Identified Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been substantial changes to the project site or the vicinity (environmental setting) that have occurred after certification of the EIR or adoption of the prior negative declaration and which would result in the project having new significant impacts that were not considered or mitigated by the prior environmental document.

Any New Information of Substantial Importance Requiring Additional Analysis?

Pursuant to Section 15162(a)(3)(A)-(D) of the CEQA Guidelines, this column asks whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR or negative declaration, shows any of the following criteria listed above (A)-(D).

Prior Environmental Document Mitigation Measures Adopted to Address Impacts?

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether other environmental documents provide mitigations to address effects in the related impact category. If NA is indicated, a previous

4. Environmental Checklist

environmental document and this initial study conclude that the impact does not occur with this project, and therefore no mitigation is needed.

4.4.2 Discussion and Mitigation Sections

4.4.2.1 DISCUSSION

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue and the status of any mitigation that may be required or that has already been implemented.

4.4.2.2 MITIGATION MEASURES

Applicable Mitigation Measures are listed under each environmental category and may be revised to reflect the project revisions. If changes to the project, changes in circumstances, or new information involves new impacts, revised mitigation measures address those impacts and ensure no new significant impacts would result.

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