ADDENDUM NO. 2 TO THE ENVIRONMENTAL IMPACT REPORT

Lido House Hotel

Lead Agency:

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1.0 INTRODUCTION

As Lead Agency, the City of Newport Beach (City) prepared an Environmental Impact Report (EIR) for the Lido House Hotel Project (referred to herein as the "Approved Project"). The Newport Beach City Council certified the *Lido House Hotel Final Environmental Impact Report* (referred to herein as the "Certified EIR") (State Clearinghouse No. 2013111022) and approved the Lido House Hotel Project on September 9, 2014. After certifying the EIR, City Council granted the following project approvals:

- General Plan Amendment No. GP2012-002;
- Coastal Land Use Plan Amendment No. LC2012-001;
- Zoning Code Amendment No. CA2012-003;
- Site Development Review No. SD2014-001;
- Conditional Use Permit No. UP2014-004;
- Traffic Study No. TS2014-005; and
- Environmental Impact Report No. ER2014-003.

Following certification of the EIR, an amendment to the General Plan, Coastal Land Use Plan, Zoning Code, Site Development Review and Conditional Use Permit was approved in 2016 to increase the maximum allowed gross floor area from 98,725 square feet (by 4,745 gross square feet) to 103,470 square feet. Environmental impacts associated with the modifications to the Approved Project were analyzed in the *Addendum to the Environmental Impact Report for Lido House Hotel* (2016 Addendum), dated June 17, 2016, and adopted by City Council on July 26, 2016.

Currently, the Applicant is requesting entitlements to increase the maximum allowed gross floor area from 103,470 square feet to 118,573 gross square feet. The additional 15,103 gross square feet would allow development of five additional cottages in the southern portion of the site and minor improvements to the existing hotel building. The project would also demolish the Lido Fire Station No. 2 (adjacent to the Lido House Hotel) to accommodate additional on-site parking. The proposed changes to the Approved Project are referred herein as the "Modified Project." This Addendum has been prepared to determine whether the proposed Modified Project would result in new or substantially more severe significant environmental impacts compared with the impacts disclosed in the Certified EIR and 2016 Addendum.

Additionally, project-specific impacts related to energy, tribal cultural resources, and wildfire were not specifically identified in the Certified EIR or 2016 Addendum as these topics were not a subject matter that required evaluation pursuant to the CEQA Guidelines at the time the documents were prepared. As such, this Addendum also analyzes the Modified Project's impacts in these topical areas.

1.1 PROJECT LOCATION

The project site is located in the City of Newport Beach (City), in the western portion of Orange County; refer to Exhibit 1, *Regional Vicinity Map*. The project involves a 4.25-acre site (3300 Newport Boulevard) located at the northeast corner of the intersection of Newport Boulevard and 32nd Street on the Balboa Peninsula in the Lido Village area of the City; refer to Exhibit 2, *Local Vicinity Map*.

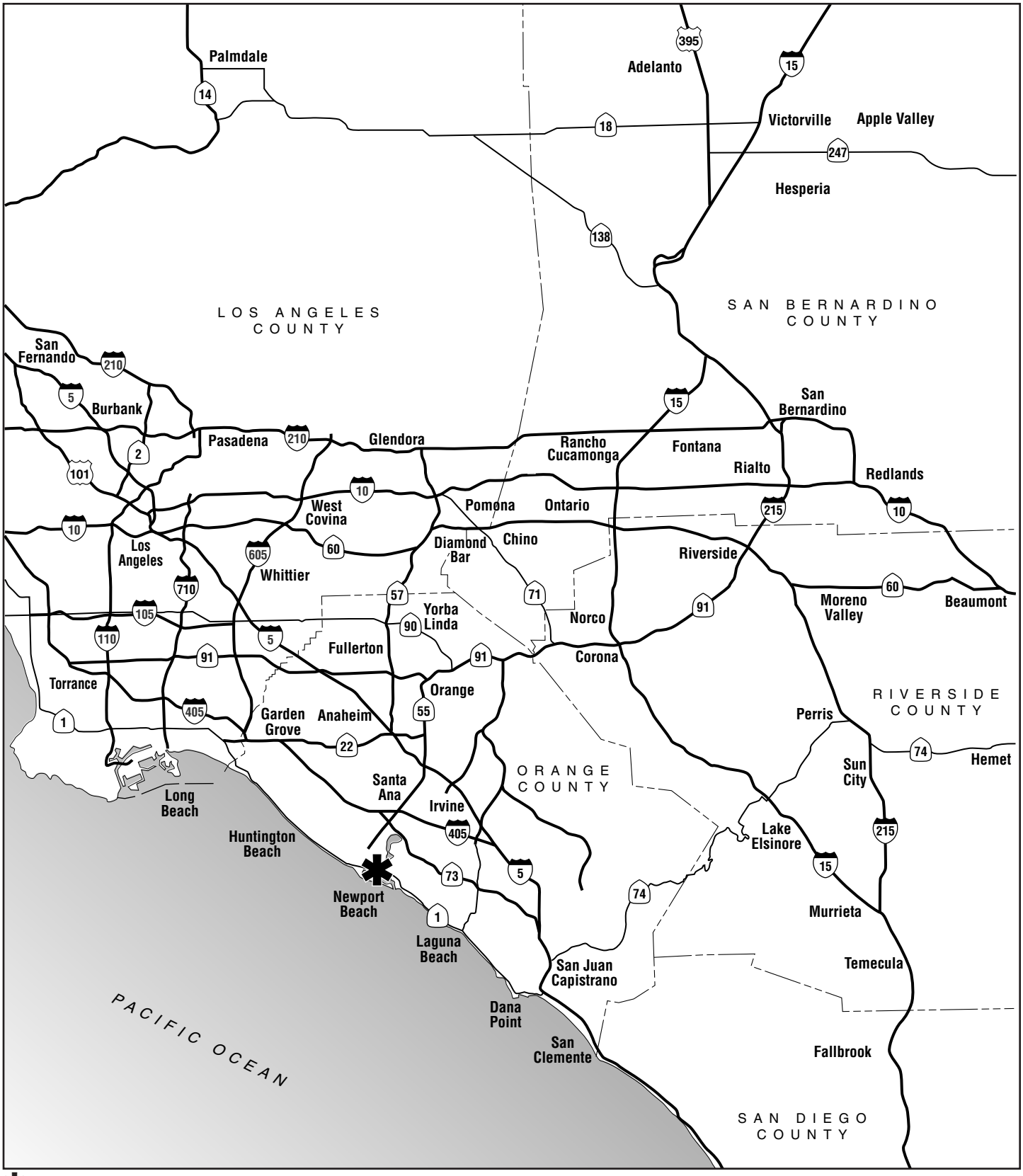
The site is currently developed with the Lido House Hotel. The four-story, 103,470-square foot hotel includes 130 hotel rooms, meeting rooms, accessory retail spaces, a restaurant, lobby bar, rooftop bar, guest pool, and other recreational areas. A pedestrian plaza, landscaped areas, and other amenities complement the hotel along Newport Boulevard and 32nd Street.

1.2 PREVIOUS ENVIRONMENTAL DOCUMENTS

1.2.1 Lido House Hotel EIR

The City of Newport Beach prepared an EIR to analyze the potential environmental impacts that would result from the Approved Project, which included approval of a General Plan Amendment, Coastal Land Use Plan Amendment, Zoning Code Amendment, Site Development Review, and Conditional Use Permit. The EIR was prepared in conformance with CEQA (California Public Resources Code [PRC] Section 21000 et seq.); CEQA Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.); and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City. The purpose of the EIR was to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation measures to reduce potentially significant effects.

The proposed 130-room Lido House Hotel would be constructed on the site of the former City Hall; refer to Exhibit 3, *Previous Conceptual Plan*. The proposed 98,725 square foot hotel would include meeting rooms, accessory retail spaces, a restaurant, lobby bar, rooftop bar, guest pool and recreational areas, and all required appurtenant facilities including, but not limited to on-site parking, landscaping, utilities, and adjoining public improvements. The project would also provide 148 surface parking spaces and would accommodate additional parking through active parking management including valet parking service. The project also included the reconfiguration of public parking along 32nd Street by incorporating angled parking and increasing the overall street parking spaces from 79 to 80, and improving the flow of vehicle circulation. The proposed structures would be approximately four stories with architectural features up to 58.5-feet in height. The project would also include public open spaces consisting of pedestrian plazas, landscape areas, and other amenities proposed to be located along Newport Boulevard and 32nd Street.



✱ - Project Site

LIDO HOUSE HOTEL
ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

Regional Vicinity Map

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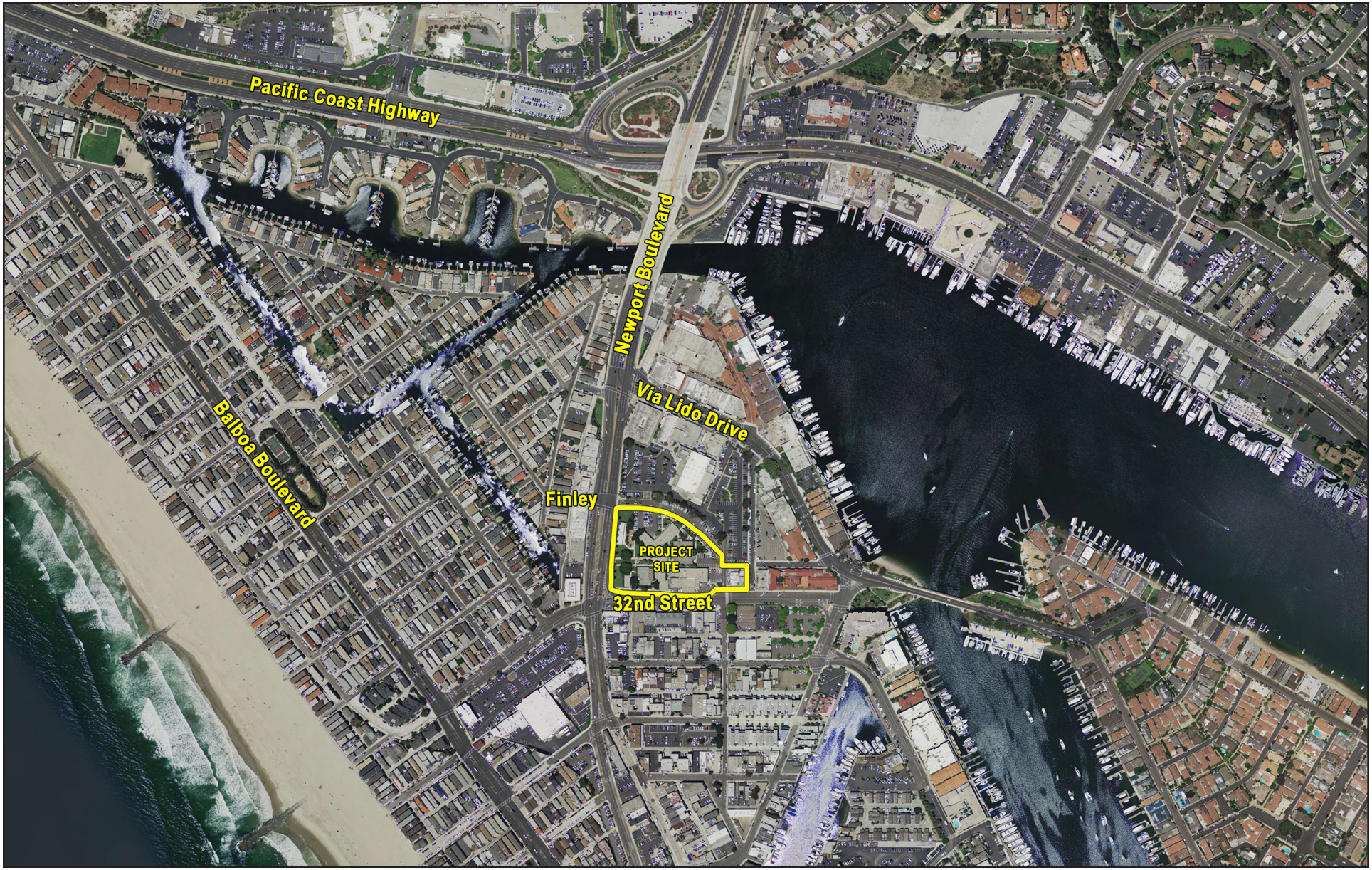
Exhibit 1



Source: Eagle Aerial Imagery, 2012.

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LIDO HOUSE HOTEL
ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

Local Vicinity Map

Exhibit 2

LIDO HOUSE HOTEL DESIGN AS OF 4/1/2016

AREA SUMMARY:

LEVEL 1 AREA = 35,219 SF
LEVEL 2 AREA = 30,846 SF
LEVEL 3 AREA = 25,160 SF
LEVEL 4 AREA = 12,245 SF

TOTAL = 103,470 SF

(AREA INCREASE FROM CDP APPROVAL = 4,745 SF)

GUESTROOM SUMMARY:

LEVEL 1 = 5 Guestrooms
LEVEL 2 = 54 Guestrooms
LEVEL 3 = 50 Guestrooms
LEVEL 4 = 21 Guestrooms

TOTAL = 130 Guestrooms

PARTIAL LEVEL 1 PROGRAM AREAS:

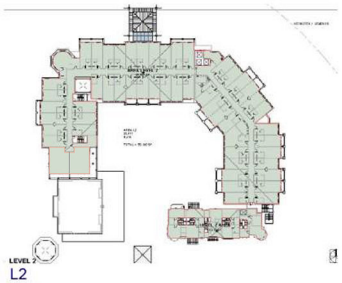
RETAIL	1,047 SF
RESTAURANT / FOOD & BEVERAGE	3,200 SF
FUNCTION SPACE	3,527 SF
SPA & WELLNESS	1,925 SF
	9,699 SF

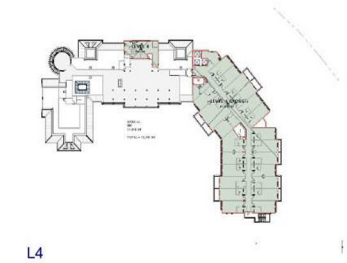
GUESTROOM MIX:

STD. KING = 71
STD. DBL. QUEEN = 44
SUITES = 15

GROUND LEVEL PARKING:

TOTAL PROVIDED PARKING SPACES = 148





Source: WATG Architecture I Landscape.

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LIDO HOUSE HOTEL
ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

Previous Conceptual Plan

Exhibit 3

The *Lido House Hotel Draft Environmental Impact Report* (Draft EIR), dated April 2014, was distributed to responsible and trustee agencies, interested groups, and organizations. The Draft EIR (State Clearinghouse No. 2013111022) was made available for public review and comment for a period of 45 days. The public review period for the Draft EIR established by the CEQA Guidelines commenced on April 29, 2014, and ended June 13, 2014. A public scoping meeting for the Draft EIR was held on November 20, 2013 at the former City Council Chambers at 3300 Newport Boulevard. The City's Planning Commission then considered the EIR on August 11, 2014, and the City Council certified the EIR on September 9, 2014.

The Certified EIR identified potential impacts that would result from the construction and operation of the project and provided measures to mitigate potential significant impacts. No significant and unavoidable impacts were identified.

On October 7, 2015, the Coastal Commission approved the proposed *City of Newport Beach Coastal Land Use Plan* (CLUP) amendment with suggested modifications. At the October meeting, the Coastal Commission also approved Coastal Development Permit No. 5-14-1785 for the Lido House Hotel. The "Notice of Intent to Issue a Permit" (the COP) included five standard conditions and eight special conditions.

Special Condition No. 6 addressed lower cost overnight accommodations mitigation and a mitigation fee of $1,415,232.00. The fee would be paid to the Coastal Commission or other qualified entity to provide lower cost overnight accommodations in the area. The City proposed the Fostering Interest in Nature (FiiN) program as a recreation and educational program that would include overnight accommodations at the Newport Dunes Resort.

The Coastal Commission also modified the proposed CLUP land use category from Mixed Use (MU) to Visitor-Serving Commercial, Lido Village (CV-LV). Overall, the Coastal Commission approved the following:

"Former City Hall Complex at 3300 Newport Blvd and 475 32nd Street (the site):

- *At least 75% of the total area of the site shall be 35 feet in height or lower.*
- *Buildings and structures up to 55 feet in height with the peaks of sloping roofs and elevator towers up to 60 feet in height, provided it is demonstrated that development does not adversely impact public views.*
- *Architectural features such as domes, towers, cupolas, spires, and similar structures may be up to 65 feet in height.*
- *Buildings and structures over 35 feet in height, including architectural features, shall not occupy more than 25 percent of the total area of the site.*
- *Buildings and structures over 45 feet in height, architectural features, shall not occupy more than 15 percent of the total area of the site.*
- *With the exception of a fire station, all buildings and structures over 35 feet in height, including architectural features, shall be setback a minimum of 60 feet*

from the Newport Boulevard right-of-way and 70 feet from the 32nd Street right-of-way.

- *A fire station may be located in its current location and may be up to 40 feet in height. A fire station may include architectural features up to 45 feet in height to house and screen essential equipment."*

Although the modified language was more restrictive than that proposed by the City, it did not change the approved Lido House Hotel project and it also would facilitate a future reconstructed fire station. As a result, the Planning Commission and staff had no concerns with the changes. When the City approved the CLUP amendment to mixed-use, the General Plan and Zoning Code were also amended. Given the change to the CLUP, the General Plan land use category and Zoning Code needed to be modified to be consistent. Given that the intensity of use did not change, there were no issues related to Charter Section 423 (Measure S). The changes to the allowed uses within the zoning district applicable to the project mirrored the CV (Commercial Visitor-Serving) zone. Staff also modified the development standards relative to the more restrictive height limits imposed by the Coastal Commission. On November 5, 2015, the Planning Commission considered the Amendments as modified by the Coastal Commission. At the conclusion of a noticed public hearing, the Commission approved the amendments and made a motion to adopt Planning Commission Resolution No. 1999 recommending City Council approval of the proposed changes to the amendments.

1.2.2 2016 Addendum

In 2016, the Applicant requested amendments of the General Plan, Coastal Land Use Plan, Zoning Code, Site Development Review and Conditional Use Permit. Proposed changes included increasing the hotel's maximum gross square footage by 4,745 square feet. Specifically, the proposed changes included enclosing the previously exterior pre-function space in front of the hotel ballroom and expanding the main lobby, front and back offices, spa sitting area, storage areas, and guestroom/suites. The 2016 Addendum evaluated the proposed modifications to the Approved Project and concluded that the modifications would not result in new or substantially more severe significant environmental impacts compared with the impacts disclosed in the Certified EIR. The 2016 Addendum was adopted and the requested amendments of the General Plan, Coastal Land Use Plan, Zoning Code, Site Development Review and Conditional Use Permit were approved by the City Council on July 26, 2016 and approved by the Coastal Commission on March 8, 2017.

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2.0 DESCRIPTION OF PROJECT MODIFICATIONS

2.1 ADDENDUM'S PURPOSE AND NEED

When an EIR has been certified or a negative declaration adopted for a project, no subsequent or supplemental environmental review documentation shall be required unless one or more of the following events occurs:

1) Substantial changes are proposed in the project, which 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;

2) Substantial changes occur with respect to the circumstances under which the project is undertaken, which 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; or

3) 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 was certified as complete 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 shown 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 proponents decline to adopt the mitigation measure or alternative; or

    D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

When none of the above events has occurred, yet minor technical changes or additions to the previously adopted negative declaration are necessary, an Addendum may be prepared (State CEQA Guidelines Section 15164[b]).

As discussed below, none of the conditions described in State CEQA Guidelines Section 15162 calling for preparation of subsequent environmental review have occurred. This Addendum supports the conclusion that the proposed project modifications are minor or technical changes that do not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, as discussed below, the proposed project modifications would not result in any new or substantially increased significant environmental impacts, no new mitigation measures, or no new alternatives that would substantially reduce significant impacts. As a result, an Addendum is an appropriate CEQA document for analysis and consideration of the proposed project modifications.

Circulation of an Addendum for public review is not necessary (State CEQA Guidelines Section 15164, subdivision (c)); however, the Addendum must be considered in conjunction with the adopted Final EIR by the decision-making body (State CEQA Guidelines Section 15164, subdivision (d)).

CEQA requires a comparative evaluation of a proposed project and alternatives to the project, including the "No Project" alternative. The EIR addressed a reasonable range of alternatives for the project. There is no new information indicating that an alternative that was previously rejected as infeasible is in fact feasible, or that a considerably different alternative than those previously studied would substantially reduce one or more significant effects on the environment.

2.2 LOCATION OF PROJECT MODIFICATIONS

The proposed modifications would apply to the same 4.25-acre project site identified and described in the EIR for the Approved Project. The project site is located at 3300 Newport Boulevard, at the northeast corner of the intersection of Newport Boulevard and 32nd Street on the Balboa Peninsula in the Lido Village area of the City.

2.3 COMPONENTS OF PROJECT MODIFICATIONS

The Modified Project proposes to increase the site's maximum allowed gross floor area by 15,103 gross square feet from 103,470 gross square feet to 118,573 gross square feet. The proposed modifications are depicted on Exhibit 4, *Proposed Conceptual Plan (Modified Project)*, and include the following components:

- Addition of five cottages encompassing approximately 8,351 square feet in the southern portion of the site. The cottages would be three stories, ranging approximately 35 to 39 feet in height. All portions of the cottages above 35 feet are beyond the 70-foot required setback from 32nd Street. Similar to the existing cottages, the proposed building elevations include a lighthouse architectural feature, simple gable roofs, tight overhangs, simple block massing, and wood siding with a coastal architectural theme, consistent with the Lido Village Design Guidelines.

- Enclosure of approximately 1,466 square feet of storage space on Level 1. The enclosed storage space would reduce the amount of off-site rented storage space currently utilized and eliminate off-site trips currently made by hotel staff.

- Addition of 3,481 square feet of covered walkway and pre-function/break out meeting rooms on Level 1. The expanded pre-function/break out meeting rooms would allow the hotel to host meetings in closed rooms while keeping the hotel restaurant and public spaces open for hotel guest use.

- Addition of 600 square feet for a greenhouse breakout sitting room on Level 1.

- Addition of 819 square feet of guest room space on Levels 2, 3, and 4 (approximately 273 square feet each). A total of three guest rooms (one on each floor) would be enlarged and converted to suites.

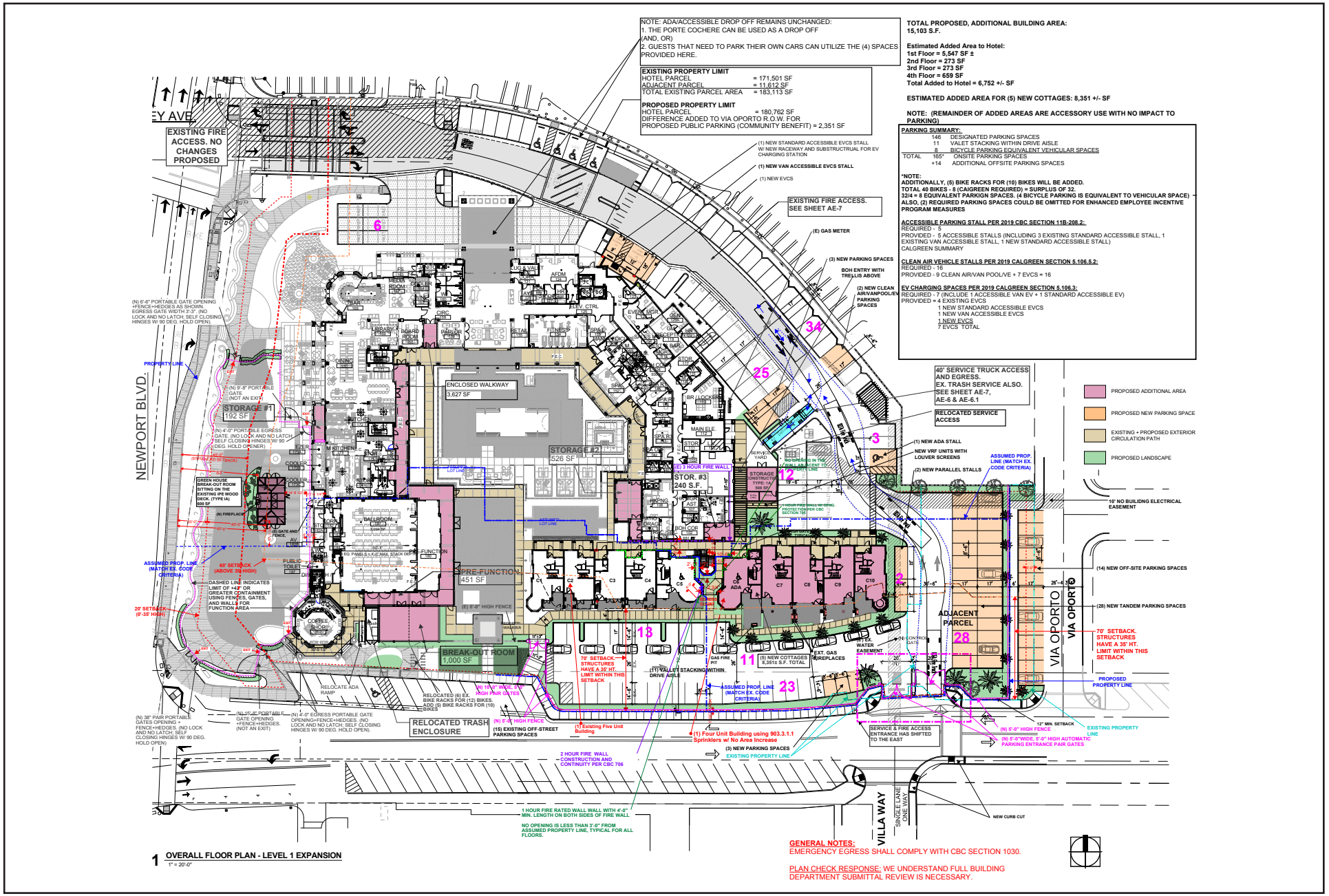
- Enclosure of 386 square feet of rooftop terrace area on Level 4.

The Modified Project also proposes to demolish the existing Lido Fire Station No. 2 to accommodate additional on-site parking spaces. Currently, the hotel provides 148 on-site surface parking spaces with a valet service that accommodates up to 15 additional valet stacking spaces for a total of 163 on-site spaces. The Modified Project would reconfigure the parking lot where the five cottages are proposed. At project completion, the site would provide 146 surface parking spaces and 11 additional valet stacked spaces for a total of 157 on-site spaces. Additionally, the Modified Project will include 32 bicycle parking spaces beyond the 10 required by CalGreen, which equates to 8 vehicle parking spaces bringing the revised total to 165 parking spaces. Lastly, 14 new parking spaces are proposed for public use outside of the property boundary along Via Oporto.

Vehicular access to the site would remain similar to existing conditions with primary access provided via Newport Boulevard at the intersection of Newport Boulevard and Finley Avenue. Secondary vehicular access would be provided via 32nd Street via a gated access driveway. As part of the Modified Project, the gated driveway along 32nd Street would be slightly shifted approximately 17.5 feet to the east.

2.4 REQUESTED DISCRETIONARY ACTIONS

The Modified Project requests any necessary amendments to the previously approved entitlement applications for the Lido House Hotel including Site Development Review No. SD2016-005 and Conditional Use Permit No. UP2016-015, General Plan Amendment No. GP2016-001, and Coastal Land Use Plan Amendment No. LC2016-001. The proposed changes to the project are not substantial and do not involve new approvals or amendments to the Coastal Commission's certification of LCP-5-NPB-14-0831-3.



1 OVERALL FLOOR PLAN - LEVEL 1 EXPANSION
1" = 20'-0"

Source: WATG Architecture, June 2022

LIDO HOUSE HOTEL
ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

Proposed Conceptual Plan (Modified Project)

Michael Baker INTERNATIONAL

NOT TO SCALE

06/2022 JN 186125

Exhibit 4

3.0 ENVIRONMENTAL ASSESSMENT

This comparative analysis has been undertaken to analyze whether the Modified Project would result in any new or substantially more severe significant environmental impacts as compared to the Approved Project. The comparative analysis discusses whether impacts are greater than, less than, or similar to the conclusions discussed in the Certified EIR and 2016 Addendum.

3.1 AESTHETICS/LIGHT AND GLARE

The Certified EIR determined that the previously analyzed project would result in less than significant impacts to scenic vistas and scenic highways. However, the Certified EIR concluded that short-term construction activities could substantially degrade the existing visual character or quality of the site and its surroundings. Impacts in this regard were determined to be less than significant with implementation of Mitigation Measure AES-1, which requires preparation of a Construction Management Plan. The Certified EIR also concluded that the Approved Project would not substantially degrade the visual character of the site or its surroundings given the compatible nature of the proposed building setbacks, massing and scale, building height, and retail/restaurant and hotel uses with the surrounding land uses. Further, implementation of Mitigation Measure AES-2 would ensure compliance with the Lido Village Design Guidelines. To reduce potential short-term light and glare impacts, Mitigation Measure AES-3 would require orienting construction-related lighting away from adjacent uses and utilizing minimal wattage necessary to provide safety at the construction site. The 2016 Addendum concluded that the proposed modifications to the Approved Project would result in similar aesthetics/light and glare impacts to those identified in the Certified EIR and Mitigation Measures AES-1 through AES-3 would similarly apply.

Generally, the Modified Project would construct five additional cottages in the southern portion of the site; expand storage space, covered walkways, and pre-function/break out meeting rooms on Level 1; convert three guest rooms into suites; and create a storage enclosure on the Level 4 rooftop terrace. With the exception of the five additional cottages, these nominal project changes would not result in substantial changes to the overall visual character/quality of the site and its surroundings, as analyzed in the Certified EIR and 2016 Addendum. The five cottages would be constructed on a portion of the hotel's existing surface parking lot and would be three stories in height, ranging from approximately 35 to 39 feet. It is acknowledged that all portions of the cottages above 35 feet are beyond the 70-foot required setback from 32nd Street. The cottages would also be architecturally designed similarly to the existing cottages on-site located adjacent (to the west) of the proposed cottages and include a lighthouse architectural feature, simple gable roofs, tight overhangs, simple block massing, and wood siding with a coastal architectural theme, consistent with the Lido Village Design Guidelines. The proposed modifications would not substantially increase new sources of light and glare, compared

to that analyzed in the Certified EIR as the types and sources of lighting, lighting levels, and building materials would remain substantially the same as the Approved Project and existing conditions.

Overall, the Modified Project would be similar in character and complement the existing design and architectural features of the Lido House Hotel. As concluded in the Certified EIR, implementation of Mitigation Measures AES-1, AES-2, AES-3 and adherence to the Municipal Code regulations would reduce potential impacts to less than significant levels. The Modified Project would not result in any new or potentially adverse aesthetic/visual impacts not previously considered and addressed.

Mitigation Measures

The following mitigation measures from the Certified EIR and 2016 Addendum are also applicable to the Modified Project. Any modifications to the original measures are shown in strikethrough for deleted text and in double underline for new, inserted text.

AES-1 Prior to issuance of any grading and/or demolition permits, whichever occurs first, a Construction Management Plan shall be submitted for review and approval by the Director of Community Development. The Construction Management Plan shall, at a minimum, indicate the equipment and vehicle staging areas, stockpiling of materials, fencing (i.e., temporary fencing with opaque material), and haul route(s). Staging areas shall be sited and/or screened in order to minimize public views to the maximum extent practicable. Construction haul routes shall minimize impacts to sensitive uses in the City by avoiding local residential streets.

AES-2 Prior to issuance of a building or grading permit for new construction, the Landscape Concept Plan and Plant Palette shall be submitted to the Director of Community Development for review and approval. Landscaping shall complement the proposed site design and surrounding streetscape and must also be consistent with the Lido Village Design Guidelines.

AES-3 All construction-related lighting shall be located and aimed away from adjacent residential areas and consist of the minimal wattage necessary to provide safety and security at the construction site. A Construction Safety Lighting Plan shall be approved by the City Engineer prior to issuance of the grading permit application.

3.2 AGRICULTURE AND FORESTRY RESOURCES

The Certified EIR determined that no impact to farmland, timberland, agricultural, or forest land activity would result, as these types of resources do not exist on or near the project site.

As was the case with the Approved Project and 2016 Addendum, the Modified Project would not result in any impacts to farmland, agricultural uses, or forest land. The Modified Project proposes the same land use type as analyzed in the Certified EIR and 2016 Addendum on the same project site. Therefore, no new or substantially more severe impacts have been identified.

Mitigation Measures

No mitigation measures are required.

3.3 AIR QUALITY

The Certified EIR determined upon implementation of Mitigation Measures AQ-1 and AQ-2, development of the Approved Project would not result in significant air quality impacts during project construction and operation in regard to project consistency with the applicable air quality management plans or result in significant cumulative air quality impacts along with implementation of other development in the project area. Similarly, the 2016 Addendum concluded that no new impacts were identified and no additional mitigation measures would be required for the analyzed modifications.

Construction activities associated with the Modified Project would occur over approximately 17 months, with approximately 1,100 cubic yards of soils to be exported. These project changes would not result in a substantial increase in criteria pollutant emissions, including PM_{10} and $PM_{2.5}$, in a manner that would exceed SCAQMD significance thresholds during project construction or operations. Further, it is acknowledged that Mitigation Measures AQ-1 and AQ-2 would still apply to the Modified Project. Mitigation Measure AQ-1 would require the project to comply with SCAQMD-required dust reduction measures, and Mitigation Measure AQ-2 would reduce emissions associated with the hauling of excavated or graded material. With implementation of Mitigation Measures AQ-1 and AQ-2, the Modified Project would not result in any new or potentially adverse construction-related air quality impacts not previously considered and addressed in the Certified EIR and 2016 Addendum.

While the Modified Project would construct five additional cottages on-site, long-term operational impacts from stationary sources (e.g., mechanical equipment, landscaping, and heating, ventilation, and air conditioning [HVAC] equipment) would be similar to existing conditions and would not substantially increase operational emissions. Further, as detailed in the *Vehicle Miles Traveled (VMT) Assessment for the Proposed Lido House Hotel Expansion Project, Newport Beach* (VMT Assessment), prepared by Linscott Law & Greenspan, Engineers, dated November 22, 2021, the Modified Project is anticipated to generate approximately 40 daily trips; refer to Attachment 3, *Vehicle Miles Traveled Assessment.* As a project that generates less than 300 daily vehicle trips, the Modified Project is considered to have a less than significant transportation impact pursuant to the *City of Newport Beach Traffic Impact Analysis Guidelines*, dated August 2020. Additionally, the Modified Project proposes additional enclosed storage space on Level 1, which would reduce the amount of off-site rented storage space currently utilized and

eliminate off-site trips currently made by hotel staff. Consequently, operational air quality impacts from mobile sources would not be significant. As such, no new impacts are identified for the Modified Project and no new mitigation measures are required.

Mitigation Measures

The following mitigation measures from the Certified EIR and 2016 Addendum are also applicable to the Modified Project. Any modifications to the original measures are shown in strikethrough for deleted text and in double underline for new, inserted text.

AQ-1 Prior to issuance of any Grading Permit, the Director of Public Works and the Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered every three hours during daily construction activities and when dust is observed migrating from the project site to prevent excessive amounts of dust;

- Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering shall occur if dust is observed migrating from the site during site disturbance;

- Any on-site stockpiles of debris, dirt, or other dusty material shall be enclosed, covered, or watered twice daily, or non-toxic soil binders shall be applied;

- All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour;

- Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area;

- Track-out devices such as gravel bed track-out aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) shall be installed to reduce mud/dirt trackout from unpaved truck exit routes. Alternatively, a wheel washer shall be used at truck exit routes;

- On-site vehicle speed shall be limited to 15 miles per hour;

- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site; and

- Trucks associated with soil-hauling activities shall avoid residential streets and utilize City-designated truck routes to the extent feasible.

AQ-2 All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. Prior to the issuance of grading permits, the Applicant shall coordinate with the appropriate City of Newport Beach Engineer on hauling activities compliance.

3.4 BIOLOGICAL RESOURCES

The Certified EIR determined that no impacts to biological resources would result as the project site is already heavily developed and landscaped with ornamental vegetation. However, the ornamental vegetation within the landscaped areas has the potential to provide suitable nesting opportunities for avian species. Impacts in this regards were determined to be less than significant with implementation of Mitigation Measure BIO-1, which recommends vegetation removal activities be scheduled outside of the nesting season (typically February 15 to August 15) or a qualified biologist may conduct a survey prior to commencement of clearing and provide an adequate buffer zone if active nests are detected. Additionally, it should be noted that the Certified EIR determined that no jurisdictional resources are located within the project site.

According to the Certified EIR, six trees on the project site have been designated by the City of Newport Beach as “special trees”. These include two existing ficus trees (*Ficus microcarpa),* two *Pinus halepensis* tree (one of which is dedicated to Walter Knott), a *Ficus benjamina* (dedicated to William Covert) and a *Harpephyllum caffrum* (the Freedom Tree). Mitigation Measures BIO-2, BIO-3, and BIO-4 provide guidance for relocating and rededicating the special trees that cannot be retained, reducing impacts to less than significant levels.

The 2016 Addendum similarly found that the proposed modifications would not result in any new, different, or potentially adverse impacts to biological resources not previously considered or addressed in the Certified EIR.

The Modified Project would be similar in land use and development footprint to the Approved Project. While the Modified Project would demolish the existing fire station to develop additional on-site parking, the fire station parcel is fully developed and demolition would not adversely impact any sensitive/special-status biological resources. The proposed modifications would result in similar biological impacts as that analyzed in the Certified EIR and 2016 Addendum. Impacts to ornamental trees on-site would be reduced to less than significant levels with implementation of Mitigation Measure BIO-1. As such,

the Modified Project would not result in any new or potentially adverse biological impacts not previously considered and addressed.

Mitigation Measures

The following mitigation measures from the Certified EIR and 2016 Addendum are also applicable to the Modified Project. Any modifications to the original measures are shown in strikethrough for deleted text and in double underline for new, inserted text.

BIO-1 To the extent feasible, all vegetation removal activities shall be scheduled outside of the nesting season (typically February 15 to August 15) to avoid potential impacts to nesting birds. However, if initial vegetation removal occurs during the nesting season, all suitable habitat shall be thoroughly surveyed for the presence of nesting birds by a qualified biologist prior to commencement of clearing. If any active nests are detected, a buffer of at least 300 feet for raptors shall be delineated, flagged, and avoided until the nesting cycle is complete as determined by the City.

3.5 CULTURAL RESOURCES

The Certified EIR determined that no impacts to historical resources would occur as a result of the Approved Project, and that compliance with Federal and State regulations and General Plan policies, and implementation of Mitigation Measures CUL-1 and CUL-2 would reduce impacts related to any previously undiscovered paleontological, archaeological, and cultural resources to less than significant levels. Similarly, the 2016 Addendum also concluded that no new impacts were identified and no additional mitigation measures would be required for the analyzed project modifications.

The proposed modifications under the Modified Project would apply to the same 4.25-acre project site identified and described in the Certified EIR for the Approved Project. However, the Modified Project would demolish the existing Lido Fire Station No. 2, which was not analyzed under the Certified EIR or 2016 Addendum. Therefore, the *Cultural Resources Technical Memorandum for The Lido House Hotel EIR Addendum Project, City of Newport Beach Community Development Department, Newport Beach, California* (Cultural Resources Technical Memorandum), prepared by Michael Baker International and dated December 13, 2021, evaluates potential impacts of the Modified Project on the fire station site; refer to Attachment 1, *Cultural Resources Technical Memorandum*. The Cultural Resources Technical Memorandum summarizes a records search conducted at the South Central Coastal Information Center (SCCIC), literature and historical map review, a built environment survey, archaeological sensitivity analysis, and California Register of Historical Resources (CRHR) evaluation of the Lido Fire Station No. 2.

Based on the literature and historical map review, Lido Fire Station No. 2 was constructed at 475 32nd Street, east of the former City Hall, in 1953. The building is depicted in aerial photographs and maps dating to the 1950s and 1960s. By 1963, the north side of the fire station was developed into a parking lot. The original fire station building was expanded

with an additional space in 1966 and 1994. Lido Fire Station No. 2 is not listed in the Built Environment Resource Directory. According to a review of historical city directories, the property has been occupied by the Newport Beach Fire Department since its construction.

Archaeological Site Sensitivity Analysis

The fire station site is located within a highly developed commercial area adjacent to the Lido House Hotel. Previous ground disturbances include the construction of the existing fire station building and paved parking lot. The fire station site is completely hardscaped with no exposed or native soils. According to the SCCIC records search, no previously recorded cultural resources were identified within the project area or a 0.25-mile search radius. Additionally, the fire station site is underlain by Beaches soil series consisting of sandy, gravelly, or cobbly coastal shores that are washed and rewashed by tidal and wave action. These areas may be partly covered with water during high tides or stormy periods and support little to no vegetation. Runoff is slow and the erosion hazard is high. These soils have a very low potential for buried archeological sites.

Between 1934 and 1936, the federal government and the County of Orange dredged the Lower Bay, extended jetties, and created the present-day contour of Newport Beach. The dredging and earthmoving would have likely impacted all prehistoric cultural resources in the project area. This analysis is supported by map and aerial photograph analysis. Therefore, the buried archaeological site sensitivity for the fire station site and general project area is negligible.

California Register of Historical Resources Evaluation

The Cultural Resources Technical Memorandum included an evaluation of Lido Fire Station No. 2 for its eligibility to the CRHR. To be eligible for listing in the California Register, a property must be at least 50 years of age (resources less than 50 years of age may be eligible if they can demonstrate that sufficient time has passed to understand its historical importance) and possess significance at the local, State, or national level, under one or more of the following criteria:

- *Criterion 1*. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

- *Criterion 2*. It is associated with the lives of persons important in our past;

- *Criterion 3*. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; and/or

- *Criterion 4*. It has yielded, or may yield, information important in history or prehistory.

In addition to meeting a significance criterion, a property must also have integrity or the ability to convey its significance under a majority of the seven aspects of integrity: location, design, materials, workmanship, setting, feeling, and association.

Based on the analysis, the Lido Fire Station No. 2 was determined to lack historic significance under the four identified criteria. In addition, the fire station building has lost integrity to the period of its initial construction. The property retains integrity of its location and setting on 32nd Street on the Balboa Peninsula of Newport Beach. The property also retains integrity of association, as it has remained in use as a Newport Beach Fire Department fire station throughout its history. However, its integrity of design, materials, workmanship, and feeling have diminished through substantial alterations. Large second-story additions were constructed in 1966 and 1994. Other changes include the reconfiguration of the street-facing vehicle entrances and replacement of exterior fenestration. Lacking both historic significance and integrity, Lido Fire Station No. 2 is not eligible for listing in the CRHR and is not considered a historical resource as defined under CEQA Guidelines Section 15064.5(a).

Overall, given the existing development on the project site from prior development (Lido House Hotel and Lido Fire Station No. 2) and the geology of the project area, any archaeological, paleontological, and cultural resources within the project site have likely been discovered or disrupted. As such, the proposed modifications would not result in any additional impacts to cultural resources, compared to the Approved Project. Mitigation Measure CUL-1 would still apply to the Modified Project and would require an archaeologist and a Native American Monitor to be present during earth removal or disturbance activities related to rough grading and other excavation for utilities. Therefore, no new impacts have been identified and no new mitigation measures are required.

Mitigation Measures

The following mitigation measures from the Certified EIR and 2016 Addendum are also applicable to the Modified Project. Any modifications to the original measures are shown in strikethrough for deleted text and in double underline for new, inserted text.

CUL-1 An archaeologist and a Native American Monitor appointed by the City of Newport Beach shall be present during earth removal or disturbance activities related to rough grading and other excavation for utilities. If any earth removal or disturbance activities result in the discovery of cultural resources, the Project proponent’s contractors shall cease all earth removal or disturbance activities in the vicinity and immediately notify the City selected archaeologist and/or Native American Monitor, who shall immediately notify the Director of Community Development. The City selected archaeologist shall evaluate all potential cultural findings in accordance with standard practice, the requirements of the City of Newport Beach Cultural Resources Element, and other applicable regulations. Consultation with the Native American Monitor, the Native American Heritage Commission, and data/artifact recovery, if deemed appropriate, shall be conducted.

3.6 ENERGY

The Certified EIR did not evaluate energy as it was not required in the CEQA Guidelines at the time the EIR was prepared in 2014. Additionally, Public Resources Code Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thus, the effect of energy usage could have been raised in 2014 when the City considered the EIR. A challenge to an EIR must be brought within 30 days of the lead agency's notice of approval. (Pub. Resources Code, § 21167[b].) Under Public Resources Code Section 21166(c), an agency may not require a supplemental environmental review unless new information, which was not known and could not have been known at the time the EIR was approved, becomes available. After a project has been subjected to environmental review, the statutory presumption flips in favor of the project proponent and against further review. (*Moss v. County of Humboldt* [2008] 162 Cal.App.4th 1041, 1049-1050.) "'[S]ection 21166 comes into play precisely because in-depth review has already occurred [and] the time for challenging the sufficiency of the original EIR has long since expired.'" (*Id*., 1050.) There is no competent evidence of new information of severe impact, and thus the City may rely on an addendum. Accordingly, the City finds that energy is not "new information" under Public Resources Code Section 21166. Nonetheless, energy considerations were analyzed in Section 5.12, *Public Services and Utilities*, and Section 6.4, *Energy Conservation*, of the Certified EIR despite not addressed in a standalone EIR section. Specifically, the Certified EIR determined that the Approved Project would not create additional demand on electricity or natural gas due to the relatively small electricity and natural gas demand of the Approved Project as compared to service capacities of Southern California Edison (SCE) and Southern California Gas Company (SCGC).

Development in accordance with the Modified Project is required to comply with mandated energy efficiency programs and regulations included in the California Building Energy Efficiency Standards (Title 24) of the California Building Code (CBC). The standards require developers to provide windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. Further, the proposed cottages and improvements to the existing hotel building would be required to comply with more recently adopted or updated State and local energy efficiency standards since the Certified EIR and 2016 Addendum were approved. The 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2017. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies, divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. Additionally, the City adopted the *City of Newport Beach Energy Action Plan* (EAP) in July 2013. The EAP aims to provide a roadmap for the City to reduce greenhouse gas (GHG) emissions through reductions in energy used in facility buildings and operations. The EAP identifies past energy measures that have been implemented and present measures that currently being implemented, all of which contribute towards the City's energy reduction goal. In addition, the EAP identifies other potential energy reduction measures that the City could consider for future

implementation. The project would adhere to all Federal, State, and local requirements for energy efficiency, including Title 24 standards and the City's EAP. Overall, the Modified Project would not result in the inefficient, wasteful, or unnecessary consumption of energy and a less than significant impact would occur. As noted above, the City has determined that energy does not constitute new information under Public Resources Code Section 21166.

Mitigation Measures

No mitigation measures are required.

3.7 GEOLOGY AND SOILS

The Certified EIR determined that implementation of the Approved Project would likely be subject to significant earthquake ground motion, given the seismic character of the southern California region and proximity to active and potentially active faults. Additionally, the Certified EIR determined that the project site has a moderate potential for adverse effects of liquefaction due to seismically-induced settlement. Compliance with the City's grading and building requirements, including the most current California Building Code (CBC), and Municipal Code, as well as implementation of the Mitigation Measure GEO-1 would reduce potential Approved Project impacts related to seismic ground shaking to a less than significant level. Further, the 2016 Addendum concluded that the proposed modifications to the Approved Project would be similar to those identified in the Certified EIR.

The Certified EIR determined that implementation of the Approved Project would result in less than significant impacts to soil erosion or loss of topsoil with implementation of Mitigation Measure AQ-1 (refer to Section 3.3, *Air Quality*) and compliance with NPDES requirements. With the implementation of Mitigation Measure GEO-1, impacts resulting from unstable geologic units or unstable soil, and expansive soils were also concluded to be less than significant. According to the Certified EIR, on-site soils would be considered corrosive to copper unless a corrosion engineer determines otherwise. Compliance with the CBC and Mitigation Measures GEO-1 and GEO-2 (which requires a corrosion engineer to be consulted during preparation of the Final Soils/Geotechnical Engineering Report) would reduce potential impacts associated with corrosive soils to a less than significant level. The Approved Project would not have involved the use of septic tanks or alternative wastewater disposal systems. Therefore, no impacts would result in this regard.

The proposed modifications would result in similar impacts regarding geology and soils, as the proposed development area would remain the same as that previously analyzed in the Certified EIR. Further, the proposed modifications would not result in an increase in adverse effects involving the exposure of persons and property to seismic activity and landslides. Similar to that identified in the Certified EIR, compliance with the City's grading and building requirements, including the most current CBC and Municipal Code, as well as implementation of Mitigation Measures GEO-1 and GEO-2 would reduce impacts to

less than significant levels. Further, potential impacts in regard to paleontological resources would be reduced to less than significant levels with implementation of Mitigation Measure CUL-2, which requires a qualified paleontologist to prepare a Paleontological Resource Monitoring and Mitigation Program prior to earth removal or disturbance activities at the project site and to monitor all earth removal or disturbance activities related to rough grading and other excavation activities. No new impacts have been identified and no new mitigation measures are required.

Mitigation Measures

The following mitigation measures from the Certified EIR and 2016 Addendum are also applicable to the Modified Project. Any modifications to the original measures are shown in strikethrough for deleted text and in double underline for new, inserted text.

GEO-1 All grading operations and construction shall be conducted in conformance with the recommendations included in the geotechnical report for the proposed project site prepared by GMU Geotechnical, Inc., titled *Report of Geotechnical Investigation, Lido House Hotel – City Hall Site Reuse Project, 3300 Newport Boulevard, City of Newport Beach, California* (December 4, 2013) (included in Appendix 11.6 of ~~this~~ the Certified EIR and incorporated by reference into this mitigation measure). Design, grading, and construction shall be performed in accordance with the requirements of the City of Newport Beach Building Code and the California Building Code applicable at the time of grading, appropriate local grading regulations, and the recommendations of the project geotechnical consultant as summarized in a final written report, subject to review by the City of Newport Beach Building Official or designee prior to commencement of grading activities.

GEO-2 Prior to issuance of a building permit, the City of Newport Beach Building Official or designee shall verify that the City has retained the services of a licensed corrosion engineer to provide detailed corrosion protection measures. Where steel may come in contact with on-site soils, project construction shall include the use of steel that is protected against corrosion. Corrosion protection may include, but is not limited to, sacrificial metal, the use of protective coatings, and/or cathodic protection. Additional site testing and final design evaluation regarding the possible presence of significant volumes of corrosive soils on site shall be performed by the project geotechnical consultant to refine and enhance these recommendations. On-site inspection during grading shall be conducted by the project geotechnical consultant and City Building Official to ensure compliance with geotechnical specifications as incorporated into project plans.

CUL-2 An Orange County Certified Paleontologist appointed by the City of Newport Beach shall prepare a Paleontological Resource Monitoring and Mitigation Program prior to earth removal or disturbance activities at the project site. The City selected paleontologist shall be present during earth removal or

disturbance activities related to rough grading and other excavation for utilities. Paleontological monitoring shall include inspection of exposed rock units during active excavations within sensitive geologic sediments. If any earth removal or disturbance activities result in the discovery of paleontological resources, the Project proponent's contractors shall cease all earth removal or disturbance activities in the vicinity and immediately notify the City selected paleontologist who shall immediately notify the Community Development Director. The City selected paleontologist shall evaluate all potential paleontological findings in accordance with the Paleontological Resource Monitoring and Mitigation Program Monitoring, standard practice, the requirements of the City of Newport Beach Historic Resources Element, and other applicable regulations. Upon completion of the fieldwork, the City selected paleontologist shall prepare a Final Monitoring and Mitigation Report to be filed with the City and the repository to include, but not be limited to, a discussion of the results of the mitigation and monitoring program, an evaluation and analysis of the fossils collected (including an assessment of their significance, age, geologic context), an itemized inventory of fossils collected, a confidential appendix of locality and specimen data with locality maps and photographs, and an appendix of curation agreements and other appropriate communications.

3.8 GREENHOUSE GAS EMISSIONS

The Certified EIR determined that the Approved Project would result in approximately 2,031.2 metric tons (MT) of carbon dioxide equivalents per year ($MTCO_2eq/yr$), which is below the SCAQMD's significance threshold of 3,000 $MTCO_2eq/yr$. Thus, the Approved Project would result in a less than significant GHG impact. Similarly, the 2016 Addendum also concluded that no new impacts were identified and no additional mitigation measures would be required for the analyzed project modifications.

The Modified Project would demolish an existing fire station and construct five additional cottages on-site, among other hotel improvements. Given that the Approved Project would not exceed the SCAQMD significance threshold, the minor proposed modifications also would not result in GHG emissions in exceedance of the 3,000 $MTCO_2eq/yr$ threshold. Additionally, the proposed use (i.e., hotel) would be consistent with the existing land use conditions. Further, as discussed above, the project is considered to have a less than significant transportation impact pursuant to the *City of Newport Beach Traffic Impact Analysis Guidelines*, dated August 2020. Additionally, the Modified Project proposes to provide additional enclosed storage space on Level 1, which would reduce the amount of off-site rented storage space currently utilized and eliminate off-site trips currently made by hotel staff. Consequently, operational GHG emissions impacts associated with the Modified Project would be less than significant.

As detailed above, the Modified Project is also required to comply with mandated energy efficiency programs and regulations included Title 24 of the CBC and CALGreen, both of which were recently adopted or updated since the Certified EIR and 2016 Addendum were approved. Additionally, the City adopted the EAP in 2013, which aims to provide a

roadmap for the City to reduce GHG emissions through reductions in energy used in facility buildings and operations. As such, although the project would increase the total square footage of the existing Lido House Hotel, GHG emissions from the Modified Project is not anticipated to exceed the SCAQMD's 3,000 $MTCO_2eq/yr$ significance threshold. As such, a less than significant impact would occur in this regard. No new impacts are identified and no new mitigation measures are required.

Mitigation Measures

No mitigation measures are required.

3.9 HAZARDS AND HAZARDOUS MATERIALS

The Certified EIR determined that with implementation of Mitigation Measures HAZ-1 through HAZ-5 and compliance with applicable Federal, State, and local regulatory requirements, impacts associated with potential accidental releases of hazardous materials that may be present in on-site soils would be reduced to less than significant levels. Further, the Certified EIR determined that hazards impacts pertaining to an airport land use plan or a nearby private airstrip, nearby school, wildland fires, accidental conditions involving the use, transport, or disposal of hazardous materials, and adopted emergency response plan or evacuation plan were determined to be less than significant or not significant. Similarly, the proposed modifications analyzed in the 2016 Addendum were also determined to result in no new impacts.

The proposed modifications would result in similar grading and construction activities to what was previously analyzed in the Certified EIR and 2016 Addendum. However, the Modified Project would demolish an existing fire station. Due to the age of this existing fire station (constructed as early as 1953), there is the potential for asbestos-containing materials (ACMs) and lead-based paints (LBPs), as well as other potential hazardous materials to be present in association with the building materials. Thus, demolition of the structures could expose construction personnel and the public to ACMs or LBPs. The Modified Project would be required to comply with existing regulations associated with demolition. Further, Mitigation Measures HAZ-1 through HAZ-5 would still apply to the Modified Project. Implementation of Mitigation Measures HAZ-1 and HAZ-2 would ensure that potential impacts pertaining to hazardous building materials would be reduced to less than significant levels. Additionally, Mitigation Measures HAZ-3 through HAZ-5 would reduce minimize potential risks from existing transformers on-site, potentially contaminated in-fill soils, and previously unknown wastes or suspect materials during project construction. No substantial changes in the severity of impacts would result from the Modified Project. Overall, as the project site location and the nature of the proposed operations would remain the same (i.e., hotel use), potential impacts pertaining to the use, transport, or disposal of hazardous materials would not increase, compared to that analyzed in the Certified EIR and 2016 Addendum. Thus, no new impacts are identified for the Modified Project and no new mitigation measures are required.

Mitigation Measures

The following mitigation measures from the Certified EIR and 2016 Addendum are also applicable to the Modified Project. Any modifications to the original measures are shown in strikethrough for deleted text and in double underline for new, inserted text.

HAZ-1 Prior to demolition activities, an asbestos survey shall be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and California Division of Occupational Safety and Health (Cal/OSHA) certified building inspector to determine the presence or absence of asbestos containing-materials (ACMs). If ACMs are located, abatement of asbestos shall be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard. Asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403.

HAZ-2 If paint is separated from building materials (chemically or physically) during demolition of the structures, the paint waste shall be evaluated independently from the building material by a qualified Environmental Professional. If lead-based paint is found, abatement shall be completed by a qualified Lead Specialist prior to any activities that would create lead dust or fume hazard. Lead-based paint removal and disposal shall be performed in accordance with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead. Contractors performing lead-based paint removal shall provide evidence of abatement activities to the City Engineer.

HAZ-3 Any transformers to be removed or relocated during grading/construction activities shall be evaluated under the purview of the local utility purveyor (Southern California Edison) in order to confirm or deny the presence of PCBs. In the event that PCBs are identified, the local utility purveyor shall identify proper handling procedures regarding potential PCBs.

HAZ-4 The Contractor shall verify that all imported soils, and on-site soils proposed for fill, are not contaminated with hazardous materials above regulatory thresholds in consultation with a Phase II/Site Characterization Specialist. If soils are determined to be contaminated above regulatory thresholds, these soils shall not be used as fill material within the boundaries of the project site, unless otherwise specified by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup (e.g., Department of Toxic Substances Control, Regional Water Quality Control Board, Orange County Health Care Agency, etc.).

HAZ-5 If unknown wastes or suspect materials are discovered during construction by the contractor that are believed to involve hazardous waste or materials, the contractor shall comply with the following:

- Immediately cease work in the vicinity of the suspected contaminant, and remove workers and the public from the area;
- Notify the Community Development Director of the City of Newport Beach;
- Secure the area as directed by the Community Development Director; and
- Notify the Orange County Health Care Agency's Hazardous Materials Division's Hazardous Waste/Materials Coordinator (or other appropriate agency specified by the Community Development Director). The Hazardous Waste/Materials Coordinator shall advise the responsible party of further actions that shall be taken, if required.

3.10 HYDROLOGY AND WATER QUALITY

The Certified EIR and 2016 Addendum determined that with implementation of Mitigation Measures HWQ-1, HWQ-2, and HWQ-3, which would ensure adherence to construction requirements per the State, potential impacts pertaining to the violation of any water quality standards or waste discharge requirements, and degradation of water quality during construction activities, would be less than significant. According to the Certified EIR, drainage during construction and operations would have a less than significant impact on the existing storm drain infrastructure. Post-construction water quality impacts would also be reduced to a less than significant level with implementation of Mitigation Measure HWQ-4, requiring the submittal of a Final Water Quality Management Plan (WQMP). Impacts involving seiche or mudflow, would also be less than significant. Implementation of the *City of Newport Beach Emergency Operations Plan* (EOP) would reduce potential impacts associated with the inundation by a tsunami to less than significant levels. Other impacts involving a 100-year flood plain, flooding as a result of the failure of a levee or dam, and groundwater depletion/recharge, would not occur.

The proposed drainage and impervious area associated with the proposed Modified Project would be similar to what was previously considered in the Certified EIR and 2016 Addendum. While five additional cottages and associated parking would be constructed on-site, the improvements would redevelop a portion of the site's surface parking lot, which is already impervious. According to the *Lido House Hotel Redevelopment Project Preliminary Amended Water Quality Management Plan* (Preliminary WQMP), prepared by Fuscoe Engineering, Inc., and amended June 14, 2021, the Modified Project would include Low Impact Development (LID) features and best management practices (BMPs) through pervious pavement and infiltration galleries; refer to Attachment 2, *Preliminary Water Quality Management Plan*. The addition of the five cottages would impact local, on-site drainage patterns on the eastern portion of the site but would not alter final drainage courses, volumes or flowrates. No significant change in impervious coverage would occur. According to the Preliminary WQMP, the Modified Project would reduce runoff to off-site storm drain facilities by slightly less than two percent and would maintain the historic drainage patterns with the exception that flows are no longer routed north through the Via Lido Shopping area. Due to the shallow depths of the adjacent public storm drain catch basins and the need to treat low flows to conform to the LID requirements and the *County of Orange Drainage Area Management Plan*, the Modified Project would continue using primarily surface flow with localized area drains to drain the

site. This method would maximize the potential for runoff infiltration which is the primary BMP for water quality purposes. Localized area drains are proposed along landscaping adjacent to the new cottage building and to drain the courtyard/pool area. Runoff from all roofs and parking areas would be collected and directed through a system structural BMPs of gravel underground infiltration galleries and pervious pavement. All other flows are anticipated to be overland. Overall, the Modified Project would slightly reduce runoff to off-site storm drain facilities while maintaining drainage patterns similar to existing conditions. Like the Approved Project, the Modified Project would be required to comply with City and State regulations. Mitigation Measures HWQ-1 through HWQ-3 would also still apply to the Modified Project. Thus, potential impacts associated with construction activities and long-term operations in this regard would be less than significant. No new impacts or substantially more severe impacts have been identified and no new mitigation measures are required.

Mitigation Measures

The following mitigation measures from the Certified EIR and 2016 Addendum are also applicable to the Modified Project. Any modifications to the original measures are shown in strikethrough for deleted text and in double underline for new, inserted text.

HWQ-1 Prior to Grading Permit issuance and as part of the project's compliance with the NPDES requirements, a Notice of Intent (NOI) shall be prepared and submitted to the State Water Resources Quality Control Board (SWRCB), providing notification and intent to comply with the State of California General Permit.

HWQ-2 The proposed project shall conform to the requirements of an approved Storm Water Pollution Prevention Plan (SWPPP) (to be applied for during the Grading Plan process) and the NPDES Permit for General Construction Activities No. CAS000002, Order No, 2009-0009-DWQ, including implementation of all recommended Best Management Practices (BMPs), as approved by the State Water Resources Quality Control Board (SWRCB).

HWQ-3 Upon completion of project construction, the project applicant shall submit a Notice of Termination (NOT) to the State Water Resources Control Board (SWRCB) to indicate that construction is complete.

HWQ-4 Prior to issuance of a grading permit, the project applicant shall submit a Final Water Quality Management Plan for approval by the Building Official that complies with the requirements of the latest Orange County Public Works Drainage Area Management Plan.

3.11 LAND USE AND PLANNING

The Certified EIR determined that implementation of the Approved Project would not result in any impacts relating to the division of an established community or conflicts with

a habitat conservation plan or natural community conservation plan. The Certified EIR proposed amendments to the *City of Newport Beach Coastal Land Use Plan* (CLUP) to eliminate inconsistencies (i.e., amend the land use designation from Public Facilities [PF] to Mixed-Use [MU] and increase new development bulk and height limits). Similar to the CLUP amendments, the Approved Project included a General Plan Land Use Element and Land Use Map Amendment to update the land use designation from Public Facilities (PF) to Mixed-Use Horizontal 5 (MU-H5), which would allow for development limitations of 98,725 square feet of hotel use. The Approved Project also required a Zone Code Amendment to create a new mixed-use zoning district, Mixed Use – Lido Village (MU-LV), in order to implement the MU-H5 land use designation at the project site. The Certified EIR determined that City approval of the requested General Plan Land Use Element Amendment would result in the Approved Project's compliance with the intended use and development limits for the MU-H5 designation. Lastly, the Certified EIR determined that the Approved Project would not conflict with the Lido Village Design Standards. It is acknowledged that the Coastal Commission modified the proposed CLUP land use category to Visitor-Serving Commercial, Lido Village (CV-LV) and made changes to Policy 4.4.3-1 making it more restrictive (not taller). The City accepted these changes subsequent to the Coastal Commission action and made the appropriate CEQA findings in a staff report for the November 24, 2015 City Council hearing.

The proposed project modifications analyzed in the 2016 Addendum required amendments to the General Plan, CLUP, and Zone Code to increase the maximum intensity of development on-site by 4,745 square feet, and a Site Development Review and Conditional Use Permit. The 2016 Addendum concluded that the requested modifications to the project would not result in substantial changes compared to the development scenario analyzed in the Certified EIR.

The Modified Project proposes to increase the total square footage of the hotel from 103,470 square feet to 118,573 square feet (an increase of 15,103 square feet) to primarily accommodate the five additional cottages and expanded storage spaces, meeting rooms, and guest suites. As such, the Modified Project requests any necessary amendments to the previously approved entitlement applications for the Lido House Hotel including Site Development Review No. SD2016-005 and Conditional Use Permit No. UP2016-015, General Plan Amendment No. GP2016-001, and Coastal Land Use Plan Amendment No. LC2016-001. Upon approval of the requested entitlements, the Modified Project would be consistent with applicable land use plans/zoning, including the General Plan, CLUP, and Zone Code. No new impacts or substantially more severe land use impacts have been identified and no new mitigation measures are required.

Mitigation Measures

No mitigation measures are required.

3.12 MINERAL RESOURCES

The Certified EIR and 2016 Addendum determined that the Approved Project, as amended, would result in no impacts pertaining to the loss of availability of a known mineral resource that would be of value to the region or the state or to the loss of availability of a locally-important mineral resource.

As discussed in the Certified EIR and 2016 Addendum, the project site is not located within an area of known mineral resources, either of regional or local value. The project location remains unchanged under the Modified Project. As such, no new impacts have been identified and no new mitigation measures are required.

Mitigation Measures

No mitigation measures are required.

3.13 NOISE

The Certified EIR determined upon implementation of Mitigation Measure N-1 and compliance with the City's permitted construction hour limits pursuant to Municipal Code Section 10.28.040, *Construction Activity—Noise Regulations*), development of the Approved Project would not result in significant noise impacts during project construction and operation. Further, as the Approved Project is not subject to an adopted airport land use plan or private airstrip, no impacts would occur in this regard. Similarly, the 2016 Addendum concluded that noise impacts resulting from the proposed hotel building expansion would be similar to those identified for the Approved Project in the Certified EIR.

The Modified Project would include demolishing an existing fire station and constructing five additional cottages and various improvements to the existing hotel building. Construction would occur for approximately 17 months, with approximately 1,100 cubic yards of soils exported over two days. These proposed modifications would not result in a substantial increase in construction noise in a manner that would exceed the City's exterior and interior noise standards per Municipal Code *Chapter 10.26, Community Noise Control*. Although the proposed modifications would apply to the same 4.25-acre project site analyzed in the Certified EIR, the nearest sensitive receptors, including multi-family residences to the northeast and a church (i.e., St. James Episcopal Church) to the east of the existing Lido Fire Station No. 2, may be adversely impacted by construction noise, particularly associated with demolition of the fire station. Nevertheless, the Modified Project would be required to comply with the City's construction hour limits (7:00 a.m. and 6:30 p.m. on weekdays, 8:00 a.m. and 6:00 p.m. on Saturdays; construction is prohibited on Sundays and/or Federal holidays) pursuant to Municipal Code Section 10.28.040, *Construction Activity—Noise Regulations*. Further, Mitigation Measure N-1 would still apply to the Modified Project. Mitigation Measure N-1 would reduce short-term construction noise impacts by requiring mobile equipment to be muffled and requiring best management practices for hauling activities. Further, it is noted that out of the 17-

month construction period for the project, demolition of the existing fire station would occur for one month and grading would occur for 1.5 months. Elevated construction noises usually occur during these phases. As such, the nearest sensitive receptors located in proximity to the fire station would not be exposed to significant construction noise levels over an extended period of time. Upon implementation of Mitigation Measure N-1 and compliance with the Municipal Code, the Modified Project would not result in any new or potentially adverse construction noise impacts not previously considered and addressed in the Certified EIR and 2016 Addendum.

Long-term operational noise impacts associated with the Modified Project would be similar to existing condition. Specifically, the five additional cottages and various improvements to the existing hotel building would not generate substantial operational noise from stationary or mobile sources. As stated, the project is considered to have a less than significant transportation impact pursuant to the *City of Newport Beach Traffic Impact Analysis Guidelines*, dated August 2020. Additionally, the Modified Project proposes to provide additional enclosed storage space on Level 1, which would reduce the amount of off-site rented storage space currently utilized and eliminate off-site trips currently made by hotel staff. Consequently, operational noise impacts from mobile sources associated with the Modified Project would not result in any new substantial impacts. Similarly, stationary noise sources, including mechanical, landscaping, and HVAC equipment, would be similar to existing conditions. Thus, no new operational noise impacts are identified and no new mitigation measures are required.

Mitigation Measures

The following mitigation measures from the Certified EIR and 2016 Addendum are also applicable to the Modified Project. Any modifications to the original measures are shown in strikethrough for deleted text and in double underline for new, inserted text.

N-1 Prior to issuance of any Grading Permit or Building Permit for new construction, the Community Development Department shall confirm that the Grading Plan, Building Plans, and specifications stipulate that:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State required noise attenuation devices.

- The Applicant shall provide a qualified “Noise Disturbance Coordinator.” The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the City Development Services Department. The contact name and the telephone number for the Disturbance Coordinator shall be clearly posted on-site.

- When feasible, construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.).

- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.

- Construction activities that produce noise shall not take place outside of the allowable hours specified by the City's Municipal Code Section 10.28.040 (7:00 a.m. and 6:30 p.m. on weekdays, 8:00 a.m. and 6:00 p.m. on Saturdays; construction is prohibited on Sundays and/or Federal holidays).

3.14 POPULATION AND HOUSING

The Certified EIR and 2016 Addendum determined that implementation of the Approved Project, as amended, would result in no impact to population growth. The Modified Project would increase the hotel's square footage to accommodate development of five additional cottages and expansion of the existing hotel building. The proposed modifications would not significantly increase the number of employees and would not lead to an increase in population growth in the City beyond what was analyzed in the Certified EIR and 2016 Addendum. Thus, no new impacts have been identified and no new mitigation measures are required.

Mitigation Measures

No mitigation measures are required.

3.15 PUBLIC SERVICES

The Certified EIR determined that the development of the Lido House Hotel and associated amenities would not increase the need for additional public services. Compliance with the provisions of the CBC, applicable State, City, and County Code, and ordinance requirements for fire protection, as well as the General Plan Safety Element would reduce impacts to fire protection services during construction activities to less than significant levels. Additionally, the payment of statutory fees would reduce impacts to less than significant levels in regard to local school facilities. Similarly, the 2016 Addendum also concluded that no new impacts were and no additional mitigation measures would be required for the analyzed project modifications.

The Modified Project would include the demolition of an existing fire station and construction of five cottages and various improvements to the existing hotel building. The proposed modifications to the existing hotel are nominal and would not increase potential impacts to public services or facilities (i.e., fire protection services, police services, school facilities, etc.) at the project site beyond the impacts analyzed in the Certified EIR and 2016 Addendum. It is acknowledged that the existing Lido Fire Station No. 2 would be demolished as part of the project. However, a replacement fire station, located at 2807

Newport Boulevard (0.3-mile southwest of the current Lido Fire Station No. 2) is currently under construction and is anticipated to be completed by mid-2022. According to City staff, the existing 11,612-square foot Lido Fire Station No. 2 is old (construction in 1953) and does not meet operational needs for equipment.[1] The replacement fire station is considerably larger (approximately 17,693 square feet) and has street access on three sides including direct access to both the north and southbound lanes of Newport Boulevard. Thus, the replacement fire station is anticipated to provide proper pull-through circulation for vehicles and would allow for on-site parking for all fire personnel. Additionally, it is noted that the emergency service coverage would be similar at both locations and that the new site at 2807 Newport Boulevard would be a viable location for the replacement fire station.[2] As such, demolition of the existing Lido Fire Station No. 2 would not substantially impact the City's fire services, and a less than significant impact would occur in this regard. No new impacts are identified and no new mitigation measures are required.

Mitigation Measures

No mitigation measures are required.

3.16 RECREATION

The Certified EIR determined that implementation of the Approved Project would result in less than significant impacts in regard to recreational facilities as the Approved Project did not require the construction or expansion of recreational facilities. Similarly, the 2016 Addendum determined that no new impacts were identified and no new mitigation measures were required.

The Modified Project would not result in changes to land use or square footage of existing public open spaces, landscaped areas, or other recreational amenities. It is acknowledged that the Modified Project would provide additional pre-function/break out meeting rooms on Level 1 of the hotel. The expanded pre-function/break out meeting rooms would allow the hotel to host meetings in closed rooms while keeping the hotel restaurant and public spaces open for hotel guest use. As such, the Modified Project would not require the construction or expansion of recreational facilities that may have an adverse physical effect on the environment. No new significant impacts are identified and no new mitigation measures are required.

Mitigation Measures

No mitigation measures are required.

[1] City of Newport Beach, *City Council Staff Report*, https://ecms.newportbeachca.gov/Web/DocView.aspx?dbid=0&id=1227214&page=1&cr=1, September 12, 2017.
[2] Ibid.

3.17 TRANSPORTATION

The Certified EIR determined that with implementation of Mitigation Measure TRA-1 (implementation of a construction management plan), construction-related traffic impacts would be reduced to a less than significant level. During project operations, the Certified EIR determined that implementation of a Parking Management Plan (Mitigation Measure TRA-2) that includes restricted parking, time limit parking, parking guide signage, and staff parking requirements would ensure that parking is adequately managed on-site and would result in a less than significant impact. Impacts to public transit/alternative transportation modes, emergency access, air traffic patterns, and design hazards were determined to be less than significant or result in no impact. Additionally, the Certified EIR determined that the Approved Project was estimated to result in less daily trips during project operations compared to that generated by the former City Hall Complex. Similarly, the 2016 Addendum determined that the analyzed project modifications would not result in any new, different, or potentially adverse traffic and circulation impacts not previously considered and addressed in the Certified EIR.

Roadway Analysis

Short-term increases in vehicle trips on the circulation system would occur during construction. Construction-related trips would occur during the 17 months required for demolition, grading, and building construction. The nominal increase in construction trips (an average of approximately six haul trips per day) would be temporary and would cease upon completion of construction. Hauling trips would only occur during off-peak hours (9:00 a.m. to 3:00 p.m.) and appropriate traffic control personnel (“flaggers”) would be used to ensure construction vehicles operate safely along Newport Boulevard and 32nd Street and in a manner that minimizes disruption of traffic along these roadways. Further, temporary partial lane closures along 32nd Street may be required during project construction. However, the project would be required to comply with Mitigation Measure TRA-1 (construction management plan), which would ensure pedestrian and bicyclist access remain open during construction, to the greatest extent possible, or be re-routed to ensure continued connectivity. The Construction Management Plan would also identify construction vehicle routes and permitted construction times, among others, to avoid traffic disruptions. As such, construction-related traffic impacts would be reduced to less than significant levels.

According to the VMT Assessment, the Modified Project is anticipated to add approximately 40 daily trips to the existing roadway network. The additional trips would be nominal and would not adversely impact existing circulation patterns in the project area. It is also acknowledged that the Modified Project would not result in any new employees on-site (and any associated employee trips). Further, implementation of the Modified Project would not result in any substantial modifications to existing roadway, transit, bicycle, or pedestrian facilities in the project area. Overall, less than significant impacts would result in this regard.

Design Safety Hazard Analysis

As part of the Modified Project, the gated driveway along 32nd Street would be slightly shifted approximately 17.5 feet to the east. This minor modification to the access driveway would not create a design hazard for vehicles or pedestrians entering and exiting the hotel site. Less than significant impacts would result in this regard.

VMT Screening Analysis

The Certified EIR and 2016 Addendum did not specifically address VMT (pursuant to Senate Bill [SB] 743), as it was not required in the CEQA Guidelines at the time the Certified EIR and 2016 Addendum were prepared. The VMT Assessment was prepared for the Modified Project to analyze potentially significant VMT impacts associated with the proposed modifications; refer to Attachment 3. The purpose of the VMT Assessment is to determine if the Modified Project meets the screening thresholds outlined in the *City of Newport Beach Traffic Impact Analysis Guidelines*, dated August 2020. According to the guidelines, a development project is presumed to have a less than significant VMT impact and would be exempt from project-level VMT assessment based on the following screening criteria:

- Transit Priority Area (TPA) Screening;
- Low VMT Area Screening;
- Local Serving Retail;
- Affordable Housing Units;
- Project Trip Generation; and
- Institutional/Government Land Use.

The VMT Assessment found that the Modified Project would meet two of the City's VMT screening criteria: TPA Screening and Project Trip Generation. Specifically, the project site is located within a TPA as defined by Figure 1 of the *City of Newport SB 743 VMT Implementation Guide*, dated April 6, 2020, and the Modified Project is anticipated to generate 40 daily trip and thus, would not exceed the 300 daily trip threshold. As such, the VMT Assessment concluded that less than significant impacts pertaining to VMT would result and project-level VMT assessment is not required. As such, the Modified Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

Mitigation Measures

The following mitigation measures from the Certified EIR and 2016 Addendum are also applicable to the Modified Project. Any modifications to the original measures are shown in strikethrough for deleted text and in double underline for new, inserted text.

TRA-1 Prior to issuance of any grading and/or demolition permits, whichever occurs first, a Construction Management Plan shall be submitted for review and approval by the Community Development Department/City Traffic Engineer. The Construction Management Plan shall, at a minimum, address the following:

- Traffic control for any street closure, detour, or other disruption to traffic circulation.

- Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.

- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.

- Require the Applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The Applicant shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.

- Hauling or transport of oversize loads shall be allowed between the hours of 9:00 AM and 3:00 PM only, Monday through Friday, unless approved otherwise by the City Engineer. No hauling or transport will be allowed during nighttime hours, weekends, or Federal holidays.

- Use of local streets shall be prohibited.

- Haul trucks entering or exiting public streets shall at all times yield to public traffic.

- If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer.

- All constructed-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site or in public parking lots.

This Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as City of Newport Beach requirements.

TRA-2 Prior to issuance of Certificates of Occupancy, the applicant shall submit a Parking Management Plan for review and approval by the Community Development Department. The Parking Management Plan shall, at a minimum, include the following and be implemented at all times:

- Restrict all on-site parking spaces to either a time limit or a valet parking arrangement.

- Restrict access to on-site parking areas (with the exception of visitor parking by the hotel lobby) to either valet staff, or guests and visitors only through a manned gate, a gate with intercom access, or a gate that reads the room keys.

- Restrict parking for in-demand parking spaces by time limits. The time limit should apply from 6:00 AM to 6:00 PM Monday through Friday.

- Post signs at locations where motorists can be redirected from curb parking or desirable parking areas to convenient off-street lots and structures.

- Encourage on-site employee parking by providing free parking on-site or providing incentives for using alternative modes of transportation, such as providing free or discounted bus passes; an employee bike rack, entering employees who take the bus, carpool, walk, or ride a bicycle in a monthly raffle; providing a monthly stipend for bicycle commuting; providing carpool parking spaces, or other incentives.

3.18 TRIBAL CULTURAL RESOURCES

The Certified EIR did not evaluate tribal cultural resources as it was not required in the CEQA Guidelines at the time the EIR was prepared in 2014. Nonetheless, considerations for tribal cultural resources were analyzed in Section 5.4, *Cultural Resources*, of the Certified EIR despite not being addressed in a standalone EIR section. The Certified EIR determined that with implementation of Mitigation Measure CUL-1 (presence of Native American Monitor during ground-disturbance activities), impacts pertaining to archaeological and Native American cultural resources would be reduced to less than significant levels.

Given the existing disruption from prior development and the geology of the project area, any tribal cultural resources within the project site have likely been discovered or disrupted. The proposed modifications under the Modified Project would apply to the same 4.25-acre project site analyzed in the Certified EIR for the Approved Project. As such, the proposed modifications would not result in any additional substantial impacts to tribal cultural resources, compared to the Approved Project. Therefore, no new impacts are identified and no new mitigation measures are required.

Mitigation Measures

Refer to Mitigation Measure CUL-1.

3.19 UTILITIES AND SERVICE SYSTEMS

The Certified EIR determined that the Approved Project would result in less than significant impacts pertaining to water, wastewater, and solid waste services. Further, the Certified EIR determined that with implementation Mitigation Measures HWQ-1 through HWQ-4, the Approved Project would result in less than significant impacts pertaining to the construction of new storm water drainage facilities or expansion of existing facilities. Similarly, the 2016 Addendum concluded that no new impacts were identified and no additional mitigation measures were required for the analyzed project modifications.

The Modified Project would demolish the existing fire station and construct five cottages and various improvements to the existing hotel building. Overall, the Modified Project would increase the hotel square footage by approximately 15,103 square feet. As such, the Modified Project may marginally increase demand on utilities and service systems from the five additional cottages compared to the Approved Project as analyzed in the Certified EIR. Nonetheless, given the anticipated growth (i.e., additional hotel guests associated with the five new cottages), impacts related to water demand, wastewater treatment capacity, and landfill capacity would be nominal and less than significant. Additionally, As detailed in Section 3.10, *Hydrology and Water Quality*, the Modified Project would include LID features and BMPs through pervious pavement and infiltration galleries; refer to Attachment 2, *Preliminary Water Quality Management Plan*. The addition of the five cottages would impact local, on-site drainage patterns on the eastern portion of the site but would not alter final drainage courses, volumes or flowrates. Overall, the Modified Project would slightly reduce runoff to off-site storm drain facilities while maintaining drainage patterns similar to existing conditions. Similar to the Approved Project, impacts to storm water drainage capacity would also be reduced to less than significant levels with implementation of Mitigation Measures HWQ-1 through HWQ-4. Overall, the Modified Project proposes minor modifications to the Approved Project, and no new impacts to utilities and service systems would occur.

Mitigation Measures

Refer to Mitigation Measures HWQ-1 through HWQ-4.

3.20 WILDFIRE

The Certified EIR did not evaluate wildfire as it was not required in the CEQA Guidelines at the time the EIR was prepared. Therefore, the project's impacts, as currently proposed, is discussed below.

According to the California Department of Forestry and Fire Protection's *Orange County Fire Hazard Severity Zones in LRA Map*, the project site is not located within a State

Responsibility Area (SRA) nor is it classified as a very high fire hazard severity zone.[3] As such, no impacts would occur in this regard.

It is acknowledged that the site is situated within an area susceptible to urban fires from older buildings nonconformant to the current California Fire Code. New construction proposed under the Modified Project would be required to comply with the current California Fire Code, including fire protection measures that would attenuate the risk of urban fire hazards. Compliance with existing State and local fire requirements would reduce potential impacts associated with the Modified Project to less than significant levels.

Mitigation Measures

No mitigation measures are required.

[3] California Department of Forestry and Fire Protection, *Orange County Fire Hazard Severity Zones in LRA Map*, https://osfm.fire.ca.gov/media/6739/fhszl_map30.pdf, November 2011, accessed November 23, 2021.

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4.0 DETERMINATION/ADDENDUM CONCLUSION

As detailed in the analysis presented above, this Addendum supports the conclusion that the changes to the Approved Project considered in the Certified EIR and 2016 Addendum constitute minor or technical changes and do not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. No new information has become available and no substantial changes to the circumstances under which the project was being undertaken since the certification of the EIR has occurred. In addition, because the Certified EIR and 2016 Addendum determined that the Approved Project would not result in any potentially significant environmental impacts, no new mitigation measures or alternatives that would substantially reduce significant impacts have been identified.

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5.0 ADDENDUM PREPARATION SOURCES/REFERENCES

California Department of Forestry and Fire Protection, *Orange County Fire Hazard Severity Zones in LRA Map*, https://osfm.fire.ca.gov/media/6739/fhszl_map30.pdf, November 2011, accessed November 23, 2021.

City of Newport Beach, *City Council Staff Report*, https://ecms.newportbeachca.gov/Web/DocView.aspx?dbid=0&id=1227214&page=1&cr=1, September 12, 2017.

Fuscoe Engineering, Inc., *Lido House Hotel Redevelopment Project Preliminary Amended Water Quality Management Plan*, amended June 14, 2021.

Linscott Law & Greenspan, Engineers, *Vehicle Miles Traveled (VMT) Assessment for the Proposed Lido House Hotel Expansion Project, Newport Beach*, November 22, 2021.

Michael Baker International, *Addendum to the Lido House Hotel Environmental Impact Report,* June 17, 2016.

Michael Baker International, *Cultural Resources Technical Memorandum for The Lido House Hotel EIR Addendum Project, City of Newport Beach Community Development Department, Newport Beach, California*, December 13, 2021.

RBF Consulting, *Lido House Hotel Final Environmental Impact Report,* August 2014.

WATG, *Lido House Hotel Expansion Entitlement Concept (5 Cottage Scheme)*, June 14, 2022.

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Attachment 1
Cultural Resources Technical Memorandum

Michael Baker INTERNATIONAL

We Make a Difference

December 13, 2021

BENJAMIN M. ZDEBA, AICP, Senior Planner
CITY OF NEWPORT BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
100 Civic Center Drive
Newport Beach, CA 92660

RE: CULTURAL RESOURCES TECHNICAL MEMORANDUM FOR THE LIDO HOUSE HOTEL EIR ADDENDUM PROJECT, CITY OF NEWPORT BEACH COMMUNITY DEVELOPMENT DEPARTMENT, NEWPORT BEACH, CALIFORNIA

Dear Mr. Zdeba:

In support of the environmental documentation for the proposed Lido House Hotel EIR Addendum Project (project), Michael Baker International completed a South Central Coastal Information Center (SCCIC) records search, literature and historical map review, built environment survey, consultation with the Newport Beach Historical Society, archaeological sensitivity analysis, and California Register of Historical Resources (California Register) evaluation of the Newport Beach Fire Department (NBFD) Station No. 2 to determine if the project area contains historical resources, as defined in California Environmental Quality Act (CEQA) Guidelines Section 15064.5(a), that may be impacted by the project. This memo report summarizes the methods and results of the resource identification efforts described above. The project is subject to CEQA review and the City of Newport Beach (City) is the lead agency.

PROJECT DESCRIPTION AND LOCATION

The project proposes to increase the site's maximum allowed gross floor area by 15,103 square feet from 103,470 square feet to 118,573 square feet. The additional 15,103 square feet would allow development of five additional cottages and expand the existing hotel building. The project would also incorporate the adjacent parcel (APN 670-15-018), currently occupied by Fire Station No. 2, by demolishing the fire facility to accommodate additional on-site parking. Specifically, the proposed surface parking lot would provide 16 parking spaces and 5 additional spaces accommodated via valet stacking within drive aisles.

PROJECT AREA

The project area studied includes APN 670-15-018, which was not previously studied as part of the original EIR. The project area includes the maximum extent of ground disturbance and project activities associated with the demolition, site preparation, and construction.

The project is mapped within *Newport Beach, California* USGS 7.5-minute topographic quadrangle map Township 6 South, Range 10 West, Section 28 (**Attachment 1**: Figures 1-3). The project area is at 475 32nd Street in Newport Beach, Orange County, California.

CULTURAL RESOURCES IDENTIFICATION METHODS

The results of the SCCIC records search and literature, aerial photograph, and historical map review are presented below. An archaeological survey was not conducted as the project area is completely paved and landscaped with no exposed soils. The built environment survey, interested parties consultation, archaeological sensitivity analysis, and California Register evaluation are also addressed below.

RECORD SEARCH AND LITERATURE REVIEW

SCCIC staff completed a records search (File No.: 22893.9058) of the project area and a quarter-mile radius on November 23, 2021. The SCCIC, as part of the California Historical Resources Information System, California State University, an affiliate of the California Office of Historic Preservation (OHP), is the official state repository of cultural resources records and reports for Orange County. As part of the records search and background research, the following federal and California inventories were reviewed:

- California Inventory of Historic Resources (OHP 1976).
- California Points of Historical Interest (OHP 1992 and updates).
- California Historical Landmarks (OHP 1996).
- Built Environment Resource Directory for Orange County (OHP 2021). The directory includes resources reviewed for eligibility for the National Register of Historic Places (National Register) and the California Historical Landmarks programs through federal and state environmental compliance laws, and resources nominated under federal and state registration programs, including the National Register, California Register, California Historical Landmarks, and California Points of Historical Interest.

Results

No cultural resources and no cultural resource studies were identified within the project area or quarter-mile radius through the SCCIC record search. A review of the Built Environment Resource Directory identified no built environment resources within or adjacent to the project area.

LITERATURE AND HISTORICAL MAP REVIEW

Michael Baker International reviewed historical literature and maps to understand the existing terrain and natural resources within the project area, including its potential for historical resources, as well as to identify the property's development history, associated people, and architectural significance. The review of the available historical plat and topographic maps, historical aerial photographs, and other historical data is summarized below:

- *Fractional Survey*. Township 6 South, Range 10 West, San Bernardino Base Meridian (BLM 1890)
- *Santa Ana, California*. 1:62500 topographic quadrangle maps (US Geologic Survey [USGS] 1896, 1901)
- *Newport Beach, California*. 1:31680 topographic quadrangle map (USGS 1932, 1935)
- *Newport Beach, California*. 1:24000 topographic quadrangle maps (USGS 1949, 1951, 1965)
- Historic aerial photographs (NETR 1938, 1953, 1963, 1972, 1995; Pacific Air Industries 1954)
- *Newport Beach, California* (Sanborn Map Company 1959)
- Aerial maps and street view (Google n.d.)
- Historical newspaper articles (*Los Angeles Times* 1952, 1955, 1958, 1959; Lopez 2003)
- Historical city directories (Ancestry.com 2021a, 2021b)
- City of Newport Beach Building Permits (City of Newport Beach 1953, 1966, 1994)
- "Prehistory of the Southern Bight: Models for a New Millennium" (Byrd and Raab 2007)
- "A Suggested Chronology for Southern California Coastal Archaeology" (Wallace 1955)
- "Paradise or Purgatory: Environments, Past and Present" (Vellanoweth and Grenda 2002)
- "Environmental Imperatives Reconsidered: Demographic Crises in Western North America During the Medieval Climatic Anomaly" (Jones et al. 2004)
- "Gabrielino" (Bean and Smith 1978)
- *The First Angelinos: The Gabrielino Indians of Los Angeles* (McCawley 1996)

Results

Traditional models of the prehistory of California hypothesize that its first inhabitants were the big game-hunting Paleoindians who lived at the close of the last Ice Age (~11,000 years before present [BP] through the early Holocene 7,600 BP). As the environment warmed and dried, Ice Age megafauna died out, requiring adaption to coastal resources by groups to survive. The coastal tool manifestation of Paleoindian people is the San Dieguito Complex and within a lifeway known as the Paleocoastal Tradition. Along the coast, rising sea levels created bays and estuaries. Groups adopted marine subsistence including fish and shellfish. The resulting shell middens contain flaked cobble tools, metates, manos, discoidals, and flexed burials and allowed for a semi-sedentary lifestyle (Byrd and Raab 2007).

During the middle Holocene (7,600–3,650 BP), conditions continued to warm and dry. Inhabitants practiced a mixed food procurement strategy with emphasis of shellfish and hard seeds. This shift in subsistence is what Wallace (1955) named the Millingstone Horizon. Characteristics of the middle Holocene sites include ground stone artifacts (manos and metates) used for processing plant material and shellfish, flexed burial beneath rock or milling stone cairns, flaked core or cobble tools, dart points, cogstones, discoidals, and crescentics.

Characteristics of the late Holocene (3,650–233 BP) include the increased dependence on mortar and pestle for food processing, a change to more complex and elaborate mortuary behaviors, and the introduction of the bow and arrow and ceramic technologies toward the end of the late Holocene. Marine resource exploitation proliferated and diversified. The climate fluctuated with periods of drought alternating with cooler and moister periods (Vellanoweth and Grenda 2002; Byrd and Raab 2007; Jones et al. 2004). This resulted in dynamic regional cultural patterns with considerable local variation. Settlement strategies shifted toward permanent settlement during this period.

The project area is located within the territorial boundaries of the Gabrielino Indians. The name "Gabrielino" was given by the Spanish to the Indians that lived within the boundaries of the Mission San Gabriel Arcángel. Generally, their territory included all the Los Angeles Basin, parts of the Santa Ana and Santa Monica Mountains, along the coast from Aliso Creek in the south to Topanga Canyon in the north, and San Clemente, San Nicolas, and Santa Catalina Islands. The Gabrielino spoke a dialect of the Cupan group of the Takic language family. The Gabrielino lived in autonomous villages often connected by trails, utilizing drainages such as the Los Angeles and San Gabriel Rivers. Each village had access to hunting, collecting, and fishing areas (Bean and Smith 1978). The closest Gabrielino placename is Kengaa, which is located approximately 1.5 miles east of the project area (McCawley 1996).

The vicinity of present-day Newport Beach was settled during the late nineteenth century after a stern wheeler from San Diego named "The Vaquero" made its first trip through the marshy lagoon in 1870. James McFadden and other ranch owners in the Lower Bay decided from then on that the area should be called "Newport." In 1888, James McFadden changed the isolated settlement by building a wharf that extended from the shallow bay to deeper water where large steamers could dock. Shipping activity increased dramatically. Newport Beach became a vibrant Southern California shipping town. The Pacific Electric Railroad established itself in Newport Beach in 1905, connecting the City of Los Angeles by rail. Public transit brought new visitors to the waterfront, and small hotels and beach cottages were developed that catered to the tourist industry. The City of Newport Beach was incorporated in 1906 and continued to grow as the Pacific Coast Highway was opened in 1926, the North Harbor was dedicated in 1936, and the Santa Ana Freeway (I-5) was built in the 1950s. By the 1970s, rapid urbanization occurred with new businesses, residential growth, and tourism (City of Newport Beach 2006).

In 1896, the project area was undeveloped marshland (BLM 1890; USGS 1896). The Southern Pacific Railroad is depicted to the west, with few structures along the waterfront. By 1932, the project area remained undeveloped, two small structures and a roadway running east to west were depicted to the south, and a triangle of roadways was depicted to the east (now Via Oporto and Via Malaga), one of which connects the project area to Lido Isle (USGS 1932).

By 1935, Newport Beach Boulevard and the Pacific Coast Highway (now 101) were platted (USGS 1932). By 1949, the area in the immediate vicinity of the project area was developed, with Newport

Beach City Hall buildings to the northwest and west, and one small structure and two church structures to the east, but the project area itself remained undeveloped (USGS 1949).

Fire Station No. 2 was constructed at 475 32nd Street, east of City Hall, in 1953 (City of Newport Beach 1953). The building is depicted on the project area in aerial photographs and maps dating to the 1950s and 1960s (Sanborn Map Company 1959, 1961). By 1963, the north side of the fire station was developed into a parking lot. The original fire station building was expanded with an additional space in 1966 and 1994 (City of Newport Beach 1966, 1994; Google n.d.).

Fire Station No. 2 is not listed in the Built Environment Resource Directory (OHP 2021). According to a review of historical city directories, the property at 475 32nd has been occupied by the NBFD since its construction (Ancestry.com 2021a, 2021b).

BUILT ENVIRONMENT SURVEY

An intensive level, built environment survey of Fire Station No. 2 at 475 32nd Street was conducted on October 14, 2021. Photographs and notes were taken during the survey. Notes consisted of observations of exposed building elevations, architectural design, materials, and alterations. Photographs are presented in the DPR 523 forms (**Attachment 2**).

ARCHAEOLOGICAL SITE SENSITIVITY ANALYSIS

The proposed project is located within a highly developed commercial area. Previous ground disturbances include the construction of the existing fire station building and paved parking lot. The project area is completely hardscaped with no exposed or native soils. According to the SCCIC records search, no previously recorded cultural resources were identified within the project area or a quarter-mile search radius. Additionally, the project area is underlain by Beaches soil series consisting of sandy, gravelly, or cobbly coastal shores that are washed and rewashed by tidal and wave action. These areas may be partly covered with water during high tides or stormy periods and support little to no vegetation. Runoff is slow and the erosion hazard is high. These soils have a very low potential for buried archeological sites (NRCS 2021).

Between 1934 and 1936, the federal government and the county dredged the Lower Bay, extended jetties, and created the present-day contour of Newport Beach. The dredging and earthmoving would have likely impacted all prehistoric cultural resources in the project area. This analysis is supported by map and aerial photograph analysis. Therefore, the buried site sensitivity for the project area is negligible.

INTERESTED PARTIES SOCIETY CONSULTATION

On November 2, 2021, Michael Baker International sent a letter with figures depicting the project area via email to the Newport Beach Historical Society. The letter requested any information or concerns regarding historical resources within the project area. No response has been received to date. See **Attachment 3** for the consultation letters.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES EVALUATION

The following includes an evaluation of Fire Station No. 2 at 475 32nd Street in Newport Beach for its eligibility to the California Register (OHP 2001); it was evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

The criteria for eligibility in the California Register are based upon the National Register. To be eligible for listing in the California Register, a property must be at least 50 years of age (resources less than 50 years of age may be eligible if they can demonstrate that sufficient time has passed to understand its historical importance) and possess significance at the local, state, or national level, under one or more of the following criteria:

> **Criterion 1**. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
>
> **Criterion 2**. It is associated with the lives of persons important in our past;
>
> **Criterion 3**. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value;
>
> **Criterion 4**. It has yielded, or may yield, information important in history or prehistory.

In addition to meeting a significance criterion, a property must also have integrity or the ability to convey its significance under a majority of the seven aspects of integrity. They are location, design, materials, workmanship, setting, feeling, and association.

California Register Evaluation

California Register Criterion 1 – Research did not demonstrate that this property is associated with events significant to the broad patterns of our history at the local, state, or national level. This property was not the first station established by the NBFD, nor was it the first fire station in its community. The NBFD was established on a volunteer basis in 1911. The subject Fire Station No. 2 was preceded by several other stations, including the original Fire Station No. 2, which went into service in 1931. Fire Station No. 2 was constructed in 1953 at a time when the NBFD was expanding its ranks and adopting new, larger firefighting technology and equipment. No demonstrably significant events are known to have occurred at the property or as a result of its presence in the community. Therefore, the property does not appear to be eligible for listing in the California Register under Criterion 1.

California Register Criterion 2 – Research failed to indicate that this property is associated with the lives of persons who significantly contributed to the local, state, or national culture and history. Despite his notably long tenure—first as a volunteer during the late 1920s, then as a paid firefighter, and ultimately as chief of the NBFD from 1952 until his retirement in 1972—historical records reviewed suggest that Jan Briscoe implemented departmental changes and carried out

leadership responsibilities that would have been typical of other fire officials during this period. There is no demonstrable evidence that any other personnel stationed at Fire Station No. 2 made significant contributions within the broader context of the growth and development of Newport Beach during the twentieth century or the history of the NBFD. Therefore, this property does not appear to be eligible under California Register Criterion 2.

California Register Criterion 3 – Fire Station No. 2, constructed in 1953, incorporates elements of the International style, which was popularized in the United States after first appearing in Europe during the 1920s. Fire Station No. 2 is a relatively modest example built at a time when the International style had been widely adopted as one of the preferred architectural modes for institutional buildings. Neither its design nor the materials used in its construction possess high artistic value. In addition, the building has been altered, notably with the construction of two second-story additions and the wholesale replacement of the exterior fenestration. The architect of the subject property was not identified during research and relevant materials reviewed did not suggest that builder Don Fletcher was a master in his field. Therefore, this property does not appear to be eligible for the California Register under Criterion 3.

California Register Criterion 4 – This property is not likely to yield valuable information that will contribute to our understanding of human history because it is not and never was the principal source of important information pertaining to subjects such as fire protection facilities or International-style architecture. Therefore, this property does not appear to be eligible for listing in the California Register under Criterion 4.

Integrity Discussion – In addition to lacking historic significance, Fire Station No. 2 has lost integrity to the period of its initial construction. The property retains integrity of its location and setting on 32nd Street on the Balboa Peninsula of Newport Beach. The property also retains integrity of association, as it has remained in use as an NBFD fire station throughout its history. However, its integrity of design, materials, workmanship, and feeling have diminished through substantial alterations. Large second-story additions were constructed in 1966 and 1994. Other changes include the reconfiguration of the street-facing vehicle entrances and replacement of exterior fenestration.

Conclusion – Lacking both historic significance and integrity, Fire Station No. 2 does not appear to be eligible for listing in the California Register. As such, the building is not a historical resource as defined by CEQA Section 15064.5(a).

SUMMARY OF FINDINGS AND RECOMMENDATIONS

The SCCIC records search, literature review, historical map review, interested parties consultation, field survey, and California Register evaluation identified no historical or archaeological resources, as defined by CEQA Guidelines Section 15064.5(a), within the project area. The archaeological site sensitivity analysis conducted for the project concluded that the project area has a low sensitivity for prehistoric and historic period archaeological resources.

While research suggests that archaeological sensitivity is low within the project area, there is the potential to identify resources during earthmoving activities. Impacts to archaeological resources and human remains will be avoided through implementation of the following recommendations:

> **Archaeological Resources Inadvertent Discovery.** In the event that any subsurface cultural resources are encountered during earthmoving activities, it is recommended that all work within 50 feet be halted until an archaeologist can evaluate the findings and make recommendations. Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, or quartzite toolmaking debris; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash, and charcoal, shellfish remains, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Historical materials might include wood, stone, or concrete footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, metal, glass, ceramics, and other refuse. The archaeologist may evaluate the find in accordance with federal, state, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2, to assess the significance of the find and identify avoidance or other measures as appropriate. If suspected prehistoric or historical archaeological deposits are discovered during construction, all work within the immediate area of the discovery shall be redirected and the find must be evaluated by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology.
>
> **Human Remains Inadvertent Discovery.** If human remains are found, those remains would require proper treatment in accordance with State of California Health and Safety Code Sections 7050.5-7055. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are discovered during excavation of a site. As required by state law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County coroner, notification of the Native American Heritage Commission if remains are determined to be of Native American origin, and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant." If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains.

PREPARER QUALIFICATIONS

This report was prepared by Michael Baker International Architectural Historian Michelle Van Meter and Senior Archaeologist Kholood Abdo. Senior Cultural Resources Manager Margo Nayyar provided quality assurance/quality control (QA/QC) review.

MICHELLE VAN METER, ARCHITECTURAL HISTORIAN

Ms. Van Meter is an architectural historian with more than three years of full-time professional experience in cultural resources management. She has conducted fieldwork and research throughout California and has authored and contributed to historic resource inventory and evaluation reports for a variety of local, state, and federal clients. Her technical expertise is well suited for archival research, field recordation, GIS mapping, and preparation of architectural descriptions, historic contexts, and evaluations. Through her academics and work experience, Ms. Van Meter meets the Secretary of the Interior's Professional Qualification Standards in history and architectural history.

KHOLOOD ABDO, SENIOR ARCHAEOLOGIST

Ms. Abdo is an archaeologist with 26 years of experience prehistoric and historical archaeology and cultural resources management. Her experience includes writing technical reports, including National Environmental Policy Act (NEPA), National Historic Preservation Act (NHPA), and CEQA compliance documents. She has supervised and managed all phases of archaeological fieldwork, including survey, Phase II testing and evaluations and data recovery, and monitoring at sites throughout California and Arizona since 1999. In her current capacity as senior archaeologist and laboratory director, Ms. Abdo oversees the processing, analysis, and curation of artifact collections from both prehistoric and historical sites. Her cultural material analysis experience includes flaked and ground stone lithics, glass, prehistoric and historic ceramic, and bead analysis. Ms. Abdo meets the Secretary of the Interior's Professional Qualification Standards for prehistory and historical archaeology.

MARGO NAYYAR, SENIOR CULTURAL RESOURCES MANAGER

Senior Cultural Resources Manager Margo Nayyar provided QA/QC review of this report and evaluation. Ms. Nayyar is an architectural historian with twelve years of cultural management experience in California, Nevada, Arizona, Idaho, Mississippi, and Texas. Her experience includes built environment surveys, evaluation of historic-era resources using guidelines outlined in the National and California Registers, and preparation of cultural resources technical studies pursuant to CEQA and Section 106 of the NHPA, including identification studies, finding of effect documents, memorandum of agreements, programmatic agreements, and Historic American Buildings Survey/Historic American Engineering Record/Historic American Landscapes Survey mitigation documentation. She prepares cultural resources environmental document sections for CEQA environmental documents including infill checklists, initial studies, and environmental impact reports, as well as NEPA environmental documents, including environmental impact

statements and environmental assessments. She also specializes in municipal preservation planning, historic preservation ordinance updates, Native American consultation, and provision of Certified Local Government training to interested local governments. She develops Survey 123 and Esri Collector applications for large-scale historic resources surveys, and authors National Register nomination packets. Ms. Nayyar meets the Secretary of the Interior's Professional Qualification Standards for history and architectural history.

Sincerely,

Michelle Van Meter, MA Architectural Historian	Kholood Abdo, RPA Senior Archaeologist	Margo Nayyar, MA Senior Cultural Resources Manager

Attachments:

Attachment 1 – Figures

Attachment 2 – DPR 523 Forms

Attachment 3 – Interested Parties Consultation Letters

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Attachment 1

Figures

PN: 186125

Project Location

LIDO HOUSE EIR ADDENDUM

Michael Baker INTERNATIONAL

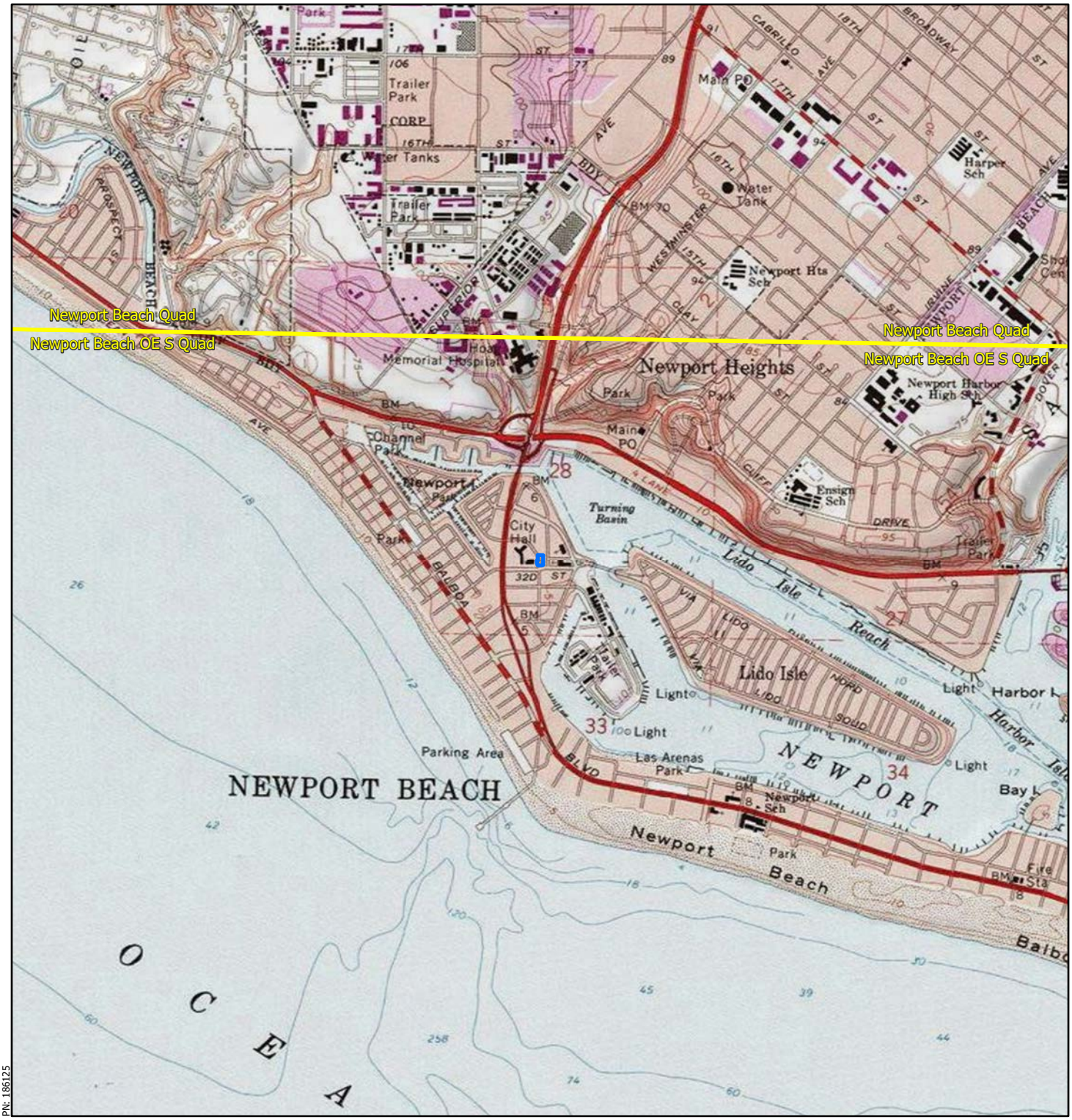
N

0 2.5 5 10 Miles

Source: Esri, ArcGIS Online, National Geographic World Map: *Newport Beach, California*

Regional Vicinity

Figure 1



PN: 186125

LIDO HOUSE EIR ADDENDUM

Michael Baker INTERNATIONAL

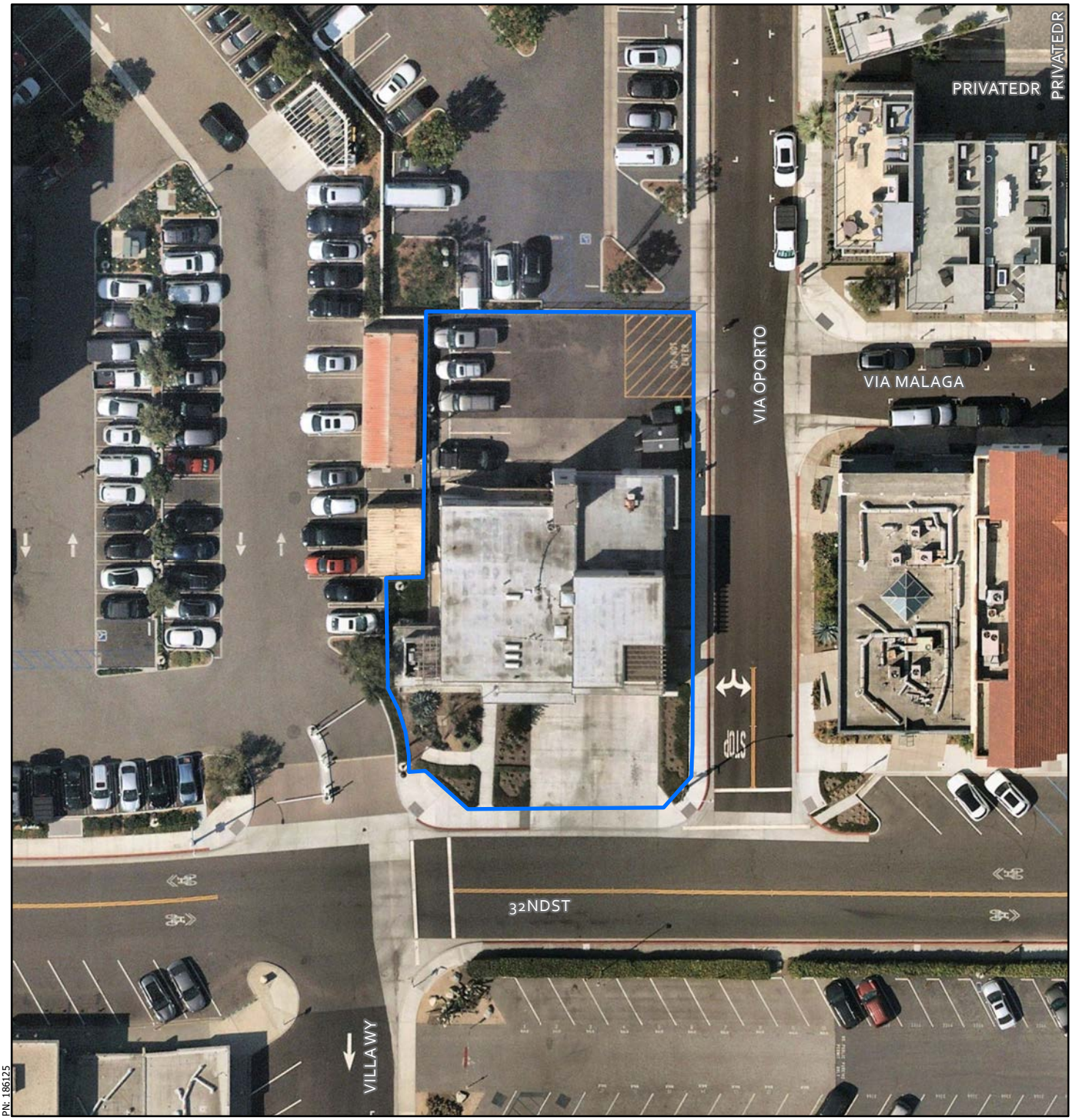
N

0 0.25 0.5 1 Miles

Source: Esri, ArcGIS Online, USGS 7.5-Minute topographic quadrangle maps: *Newport Beach, California*

Project Vicinity

Figure 2



PN: 186125

Project Area

LIDO HOUSE EIR ADDENDUM

Michael Baker INTERNATIONAL

N

0 25 50 100 Feet

Source: Esri, ArcGIS Online, Nearmap Imagery 2021: *Newport Beach, California*

Project Area

Figure 3

Attachment 2

DPR 523 Forms

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code Reviewer Date

 ***Resource Name or #:** Newport Beach Fire Department Station No. 2

P1. Other Identifier: N/A
*P2. **Location:** ☒ **Unrestricted**
***a. County** Orange **and**
***b. USGS 7.5' Quad** *Newport Beach, Calif.* **Date** 1965 **T** 6S; **R** 10W; Sec. 28; San Bernardino Base Meridian S.B.B.M
c. Address: 475 32nd Street **City:** Newport Beach **Zip:** 92663
d. UTM: Zone 11S, 413872mE/ 3719999mN
e. Other Locational Data: APN 670-15-018

***P3a. Description:**
The Newport Beach Fire Department (NBFD) Station No. 2 is located at 475 32nd Street in Newport Beach, California (**Photograph 1**). The property is situated on the north side of 32nd Street between Via Oporto to the east and the former site of Newport Beach City Hall to the west, which is presently occupied by the Lido House Hotel (see **Sketch Map**). Constructed in 1953 for the NBFD, this International-style fire station building features an irregular footprint set on a concrete foundation. The station is topped by a multi-plane flat roof that corresponds to the various single- and two-story sections of the facility. Metal coping is installed at the roofline. The exterior siding consists primarily of smooth white stucco. Narrow bricks laid in a running bond pattern form a decorative apron on the south façade and clad portions of the ground level along the east, west, and north sides of the building. Fenestration throughout includes flush, aluminum-sash windows that appear to be modern replacements for similarly sized metal-sash windows installed in the same general arrangement (see **Continuation Sheets**).

***P3b. Resource Attributes:** HP14. Government Building
***P4. Resources Present:** ☒ Building

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

Photograph 1: See P5b for caption.

P5b. Description of Photo:
Photograph 1: South façade of Fire Station No. 2 viewed from 32nd Street. Camera facing north, October 14, 2021.

P6. Date Constructed/Age and Source:
☒ Historic
1953 (City of Newport Beach 1953)

***P7. Owner and Address:**
City of Newport Beach
100 Civic Center Drive
Newport Beach, CA 92660

***P8. Recorded by:**
Michelle Van Meter
Michael Baker International
2729 Prospect Park Drive, #220
Rancho Cordova, CA 95670

***P9. Date Recorded:** October 14, 2021

***P10. Survey Type:** Intensive Pedestrian

***P11. Report Citation:**
Van Meter, Michelle and Kholood Abdo. 2021. "Cultural Resources Technical Memorandum for the Lido House Hotel EIR Addendum Project, City of Newport Beach Community Development Department, Newport Beach, California." Rancho Cordova, CA: Michael Baker International.

***Attachments:** ☒Building, Structure, and Object Record ☒Location Map ☒Continuation Sheet

***NRHP Status Code** 6Z
***Resource Name or #** Newport Beach Fire Department Station No. 2

B1. Historic Name: Newport Beach Fire Department Station No. 2
B2. Common Name: Lido Fire Station
B3. Original Use: Fire Station **B4. Present Use:** Fire Station
***B5. Architectural Style:** International
***B6. Construction History:**

Don Fletcher constructed Fire Station No. 2 for the NBFD in 1953 (*Los Angeles Times* 1952a, 1952b; City of Newport Beach 1953). The NBFD hired Hughes & Vandervort to construct a second-story addition in 1966 (City of Newport Beach 1966). An additional 832 square feet were added to the second story in 1994 (City of Newport Beach 1994; NETR 1995). The two primary engine bays on the south façade were merged and one bay was enclosed at an undetermined date. Likewise, most windows and exterior doors appear to be modern replacements for original units that occupied the same locations.

***B7. Moved?** ☒**No** **Date:** N/A **Original Location:** N/A
***B8. Related Features:** N/A
B9a. Architect: Unknown **b. Builder:** Don Fletcher
***B10. Significance: Theme:** Fire Protection; Architecture **Area:** Newport Beach, California
Period of Significance: 1957 **Property Type:** Fire Station **Applicable Criteria:** N/A

Growth and Development of the City of Newport Beach

Newport Beach—like many cities across the state—experienced a period of unprecedented population growth during and following World War II as a result of wartime construction industries, expansion of regional transportation networks, and abundance of local recreation amenities. By the latter decades of the twentieth century, service, retail, and professional industries supplanted fishing and shipping as the region's economic base (USGS 1949, 1951, 1965; Novak 2008; AEI Consultants 2013).

Newport Beach Fire Department

On the heels of a disastrous fire that damaged the City Council Chambers in 1910, the Newport Beach City Trustees passed Ordinance No. 65 on April 17, 1911, establishing a volunteer fire department to protect the burgeoning coastal community. The volunteer NBFD purchased its first motorized fire trucks from the Long Beach Fire Department in 1916. The City formalized the NBFD under Ordinance No. 315 as a paid fire suppression force in March 1927. The NBFD opened Fire Station No. 1 that year and the first iteration of Fire Station No. 2 was built at 2871 West Central Avenue in 1931. Chief Frank Crocker chose Walt Honeycutt to serve as the first Captain of Engine No. 2 and its crew (Lopez 2003; Novak 2008) (see Continuation Sheets).

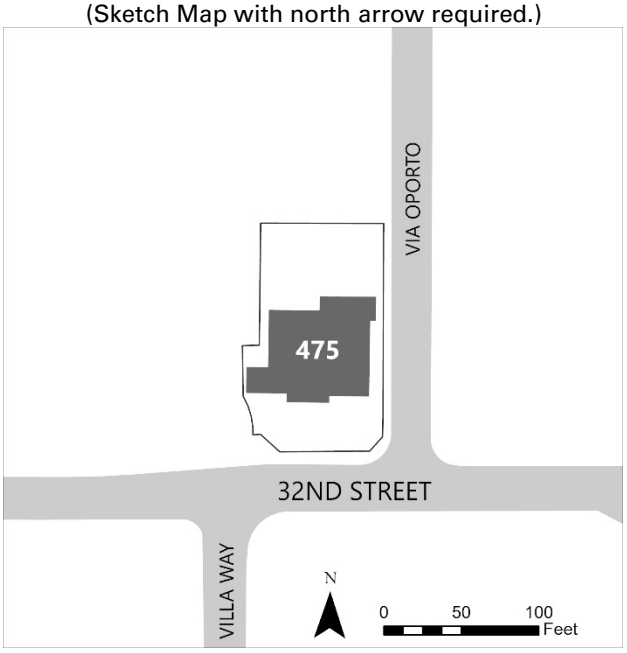
B11. Additional Resource Attributes: N/A

***B12. References:** (See Continuation Sheet)
B13. Remarks: N/A

***B14. Evaluator:**
Michelle Van Meter, Architectural Historian
Michael Baker International
2729 Prospect Park Drive, #220
Rancho Cordova, CA 95670

***Date of Evaluation:** November 9, 2021

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

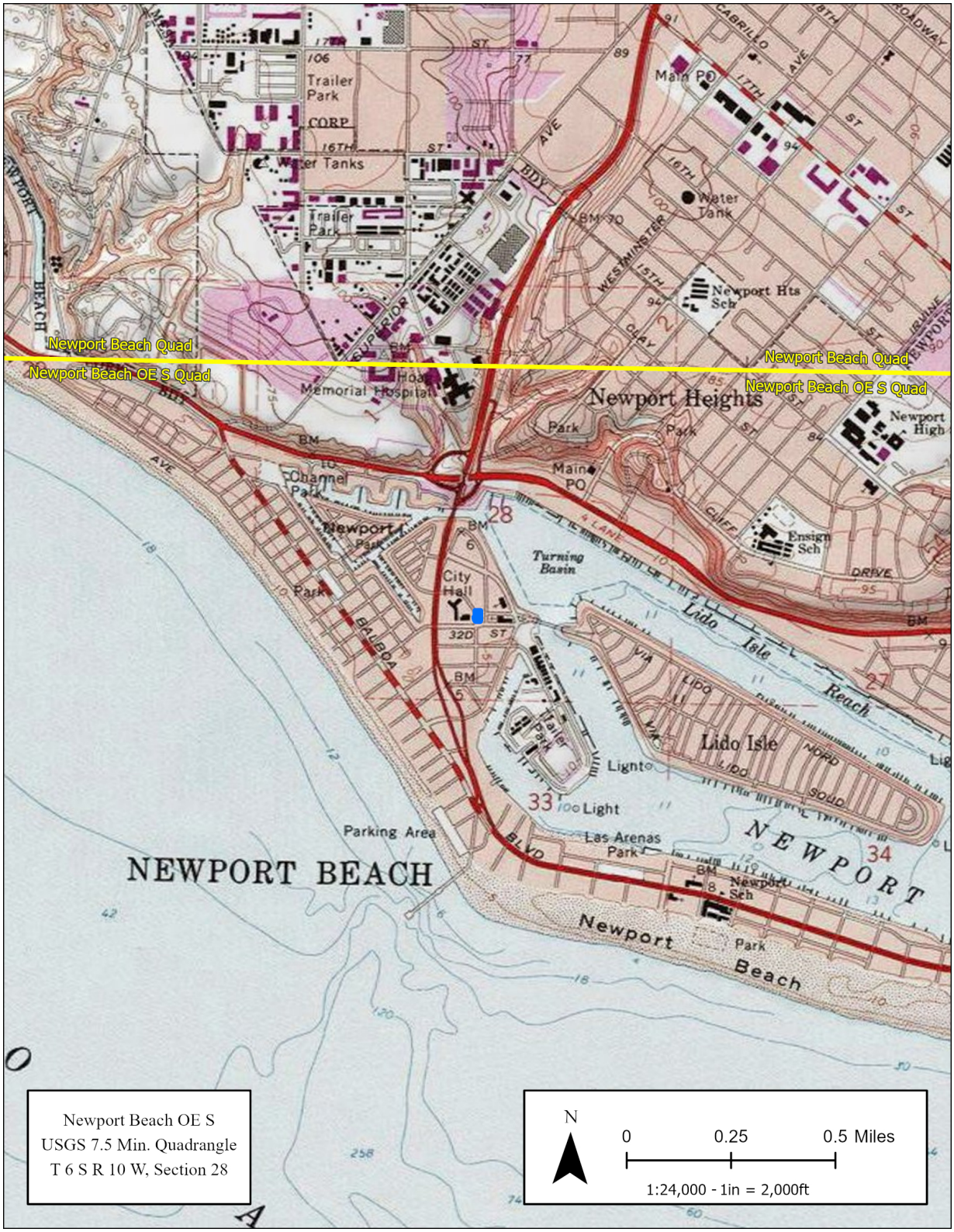
Primary #
HRI#
Trinomial

***Resource Name or #** Newport Beach Fire Department Station No. 2

***Map Name:** *Newport Beach and Newport Beach OE S, Calif.*

***Scale:** 1:24,000

***Date of map:** 1965, 1982 ed.



P3a. Description (continued):

Fire Station No. 2 is set back from the street front and is accessed from a wide concrete driveway (**Photograph 1**). The driveway terminates at a garage door on the east half of the façade. The articulated, roll-up metal door spans the length of two merged engine bays. Historical photographs indicate that a third engine bay was formerly located adjacent to the west side of the extant opening (see **Figure 2**) (Newport Beach Fire Department Archives n.d.). The primary personnel entrance is positioned on the west half of the façade beneath a flat roof overhang (**Photograph 2**). The modern aluminum-frame glass door is flanked on both sides by narrow bands of ribbon windows with sliding aluminum sashes separated by wide mullions. Another band of ribbon windows parallels the roofline near the center of the building face. A single aluminum-sash sliding window punctuates the center of the second-story addition. The modern sliding windows on the façade were installed to replace original fixed-sash windows at an undetermined date.

The east side of Fire Station No. 2 is fenestrated by bands of aluminum-sash hopper windows that demarcate the division between the first story and the second-story addition (**Photograph 3** and **Photograph 4**). Brick pilasters are placed between each of the window bands. The west side of building was not clearly visible from the public right-of-way, but appears to be mostly unornamented (**Photograph 5**). Both the east and west sides of the building feature rooftop porches with wood pergolas.

The rear, north side of Fire Station No. 2 faces a paved staging area. This side of the building includes additional employee entrances and an engine bay with a metal roll-up door (**Photograph 6**). A fire hose tower occupies the center of the north elevation and extends several feet above the second-story roofline.

***B10. Significance (continued):**

Fire Station No. 2

As Newport Beach expanded and its population increased through the mid-twentieth century, the NBFD developed new stations and relocated existing stations to maintain public safety and meet demand (Lopez 2003; Novak 2008). By the early 1950s, the NBFD had outgrown the original Fire Station No. 2 on West Central Avenue. In 1952, the City approved the construction of a new station to accommodate additional fire personnel and larger, updated firefighting vehicles and equipment. The new facility, which replaced the original Fire Station No, 2 upon its completion in 1953, was erected at 475 32nd Street (**Figure 1**) (*Los Angeles Times* 1952a, 1952b; City of Newport Beach 1953; NETR 1953, 1963). The NBFD selected this site for its proximity to City Hall and other City services. As such, it served as the NBFD's new central headquarters. The station initially housed six full-time firefighters and was equipped with an office for Chief Rufus Janvier "Jan" Briscoe, a dispatch center, garage space for up to four fire engines, a repair shop, and a fire hose tower (*Los Angeles Times* 1952; Novak 2008). Chief Briscoe, who joined the NBFD in 1927 and was appointed chief in 1952, spearheaded the department's acquisition of a modernized radio system to improve communication between its growing number of bases. Jack Reimer and Hugh McMillan operated the radio dispatch center Fire Station No. 2 during its early years of operation. The Fire Station No. 2 expanded over time, notably in 1966 and 1994 with the construction of additional administrative offices on the second floor (**Figure 2**) (City of Newport Beach 1966, 1994; NETR 1972).

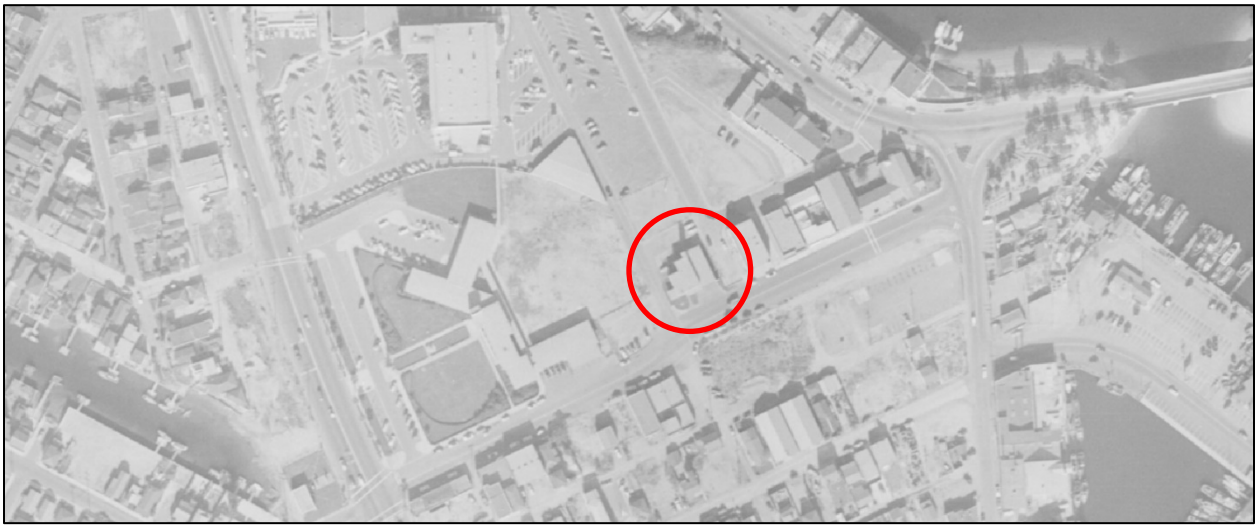
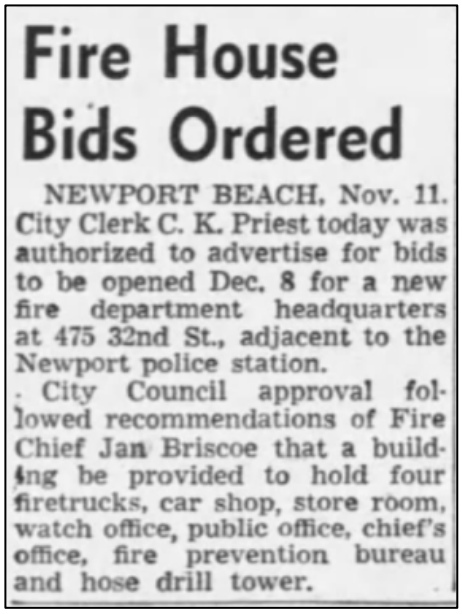


Figure 1: 1954 aerial photograph depicting the recently constructed Fire Station No. 2 – location marked by the red circle – adjacent to the Newport Beach City Hall on 32nd Street (Pacific Air Industries 1954).

Figure 2: Undated photograph of Fire Station No. 2 showing appearance and fenestration arrangement subsequent to the construction of the first second-story addition in 1966 (Newport Beach Fire Department Archives n.d.).

Architect/Builder

The City of Newport Beach began accepting bids to construct the firehouse in November 1952 and selected contractor Don Fletcher of Santa Ana the following month (**Figure 3** and **Figure 4**) (*Los Angeles Times* 1952a, 1952b; City of Newport Beach 1953). Local news sources dating to the 1950s indicate that Fletcher frequently worked on building projects for municipalities and other government agencies in Los Angeles County and Orange County (*Los Angeles Times* 1955a, 1955b, 1958a, 1958b, 1959). The City hired contractors Hughes & Vandervort to construct the first second-story addition in 1966 (City of Newport Beach 1966).



Fire House Bids Ordered

NEWPORT BEACH, Nov. 11. City Clerk C. K. Priest today was authorized to advertise for bids to be opened Dec. 8 for a new fire department headquarters at 475 32nd St., adjacent to the Newport police station.

City Council approval followed recommendations of Fire Chief Jan Briscoe that a building be provided to hold four firetrucks, car shop, store room, watch office, public office, chief's office, fire prevention bureau and hose drill tower.

Figure 3: Notice in the *Los Angeles Times* announcing the request for bids to construct the fire station at 475 32nd Street (*Los Angeles Times* 1952a).

Contract Let

NEWPORT BEACH, Dec. 23—The City Council today awarded Don Fletcher of Santa Ana a $29,426 contract to construct a two-story fire station at 475 32nd St., adjacent to the City Hall.

Figure 4: Notice in the *Los Angeles Times* announcing the selection of Don Fletcher to build the fire station at 475 32nd Street (*Los Angeles Times* 1952b).

International Style

Fire Station No. 2 was designed in the International style, which emerged in western Europe and subsequently became popular in the United States between the 1920s and the 1950s. The term "International" conveys this functional, minimalist style's lack of regionally identifiable architectural features (Ching 1995). Inspired by the highly geometric works of architects Le Corbusier, Walter Gropius, and Mies van der Rohe, the style is characterized by a simplification of form and rejection of ornament. During the mid-twentieth century, it became a dominant style for commercial and institutional buildings, and to a lesser extent for residential buildings. Identifying elements of the style include flat roofs, usually without coping; asymmetrical façades; expanses of smooth, windowless, unadorned wall surfaces; cantilevers; curtain walls; and often white stucco wall cladding. Windows—typically metal-sash—are commonly arranged into large groupings or ribbon bands (McAlester 2013; Pennsylvania Historical & Museum Commission 2015).

California Register of Historical Resources Evaluation

The following includes an evaluation of Fire Station No. 2 in Newport Beach for its eligibility to the California Register of Historical Resources (California Register) (OHP 2001). This property has not previously been evaluated for the California Register (OHP 2021). It has been evaluated herein in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

California Register Criterion 1 – Research did not demonstrate that this property is associated with events significant to the broad patterns of our history at the local, state, or national level. This property was not the first station established by the NBFD, nor was it the first fire station in its community. The NBFD was established on a volunteer basis in 1911. The subject Fire Station No. 2 was preceded by several other stations, including the original Fire Station No. 2 which went into service in 1931. Fire Station No. 2 was constructed in 1953 at a time when the NBFD was expanding its ranks and adopting new, larger firefighting technology and equipment. No demonstrably significant events are known to have occurred at the property or as a result of its presence in the community. Therefore, the property is recommended not eligible for listing in the California Register under Criterion 1.

California Register Criterion 2 – Research failed to indicate that this property is associated with the lives of persons who significantly contributed to the local, state, or national culture and history. Despite his notably long tenure—first as a volunteer during the late 1920s, then as a paid firefighter, and ultimately as chief of the NBFD from 1952 until his retirement in 1972—historical records reviewed suggest that Jan Briscoe implemented departmental changes and carried out leadership responsibilities that would have been typical of other fire officials during this period. There is no demonstrable evidence that any other personnel stationed at Fire Station No. 2 made significant contributions within the broader context of the growth and development of Newport Beach during the twentieth century or the history of the NBFD. Therefore, this property is recommended not eligible under California Register Criterion 2.

California Register Criterion 3 – Fire Station No. 2, constructed in 1953, incorporates elements of the International style, which was popularized in the United States after first appearing in Europe during the 1920s. Fire Station No. 2 is a relatively modest example built at a time when the International style had been widely adopted as one of the preferred architectural modes for institutional buildings. Neither its design nor the materials used in its construction possess high artistic value. In addition, the building has been altered, notably with the construction of two second-story additions and the wholesale replacement of the exterior fenestration. The architect of the subject property was not identified during research and relevant materials reviewed did not suggest that builder Don Fletcher was a master in his field. Therefore, this property is recommended not eligible for the California Register under Criterion 3.

California Register Criterion 4 – This property is not likely to yield valuable information that will contribute to our understanding of human history because it is not and never was the principal source of important information pertaining to subjects such as fire protection facilities or International-style architecture. Therefore, this property is recommended not eligible for listing in the California Register under Criterion 4.

Integrity – In addition to lacking historic significance, Fire Station No. 2 has lost integrity to the period of its initial construction. The property retains integrity of its location and setting on 32nd Street on the Balboa Peninsula of Newport Beach. The property also retains integrity of association, as it has remained in use as an NBFD fire station throughout its history. However, its integrity of design, materials, workmanship, and feeling have diminished through substantial alterations. Large second-story additions were constructed in 1966 and 1994. Other changes include the reconfiguration of the street-facing vehicle entrances and replacement of exterior fenestration.

Conclusion – Lacking both historic significance and integrity, Fire Station No. 2 is recommended not eligible for listing in the California Register. As such, the building is not a historical resource as defined by CEQA Section 15064.5(a).

P5a. Photographs (continued):

Photograph 2: Detail view of the main personnel entrance south façade of Fire Station No. 2. Note the brick cladding on the ground-level exterior. Camera facing north, October 14, 2021.

Photograph 3: East side of Fire Station No. 2 paralleling Via Oporto. Camera facing northwest, October 14, 2021.

Photograph 4: Detail view of metal-sash hopper windows on the east side of Fire Station No. 2. Camera facing northwest, October 14, 2021.

Photograph 5: Southwest corner of Fire Station No. 2, showing a portion of the west side. Camera facing northeast, October 14, 2021.

Photograph 6: Rear, north side of Fire Station No. 2. Camera facing southwest, October 14, 2021.

***B12. References (continued):**

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Attachment 3

Interested Parties Consultation Letters

From: VanMeter, Michelle
To: bsvalstad@gmail.com
Cc: Fike, Aisha
Subject: Cultural Resources Consultation for the Lido House Hotel Expansion Project
Date: Tuesday, November 2, 2021 1:47:00 PM
Attachments: 2021-11-02_Newport Beach Historical Society.pdf

Good Afternoon,

Michael Baker International is conducting a cultural resources investigation for the Lido House Hotel Expansion Project in Newport Beach, California. See the attached file for a project location and description. Please notify us if your organization has any information or concerns about historic properties in the project area. This is not a request for research; it is solely a request for public input related to any concerns that the Newport Beach Historical Society may have. If you have any questions, please contact me at Michelle.VanMeter@mbakerintl.com or Senior Architectural Historian Aisha Fike at Aisha.Fike@mabkerintl.com.

Warm regards,

Michelle Van Meter | Architectural Historian | Pronouns: she/her
2729 Prospect Park Dr. Suite 220 | Rancho Cordova, CA 95670 | [O] 916-517-4422 | [M] 425-327-9427
michelle.vanmeter@mbakerintl.com | www.mbakerintl.com

From: Microsoft Outlook
To: bsvalstad@gmail.com
Subject: Relayed: Cultural Resources Consultation for the Lido House Hotel Expansion Project
Date: Tuesday, November 2, 2021 2:09:41 PM
Attachments: Cultural Resources Consultation for the Lido House Hotel Expansion Project.msg

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Delivery to these recipients or groups is complete, but no delivery notification was sent by the destination server:
bsvalstad@gmail.com (bsvalstad@gmail.com) <mailto:bsvalstad@gmail.com>
Subject: Cultural Resources Consultation for the Lido House Hotel Expansion Project

November 2, 2021

NEWPORT BEACH HISTORICAL SOCIETY
BERNIE SVALSTAD, PRESIDENT
P.O. BOX 8814
NEWPORT BEACH, CA 92658
via email: bsvalstad@gmail.com

RE: CONSULTATION FOR THE LIDO HOUSE HOTEL EXPANSION PROJECT, CITY OF NEWPORT BEACH, ORANGE COUNTY, CALIFORNIA

Dear Mr. Svalstad:

Michael Baker International is conducting a cultural resources investigation for the City of Newport Beach, Community Development Department regarding the Lido House Hotel EIR Addendum No. 2 for the proposed expansion of the Lido House Hotel (project). The project site is located in the City of Newport Beach and involves a 4.25-acre site at the northeast corner of the intersection of Newport Boulevard and 32nd Street on the Balboa Peninsula in the Lido Village area of the City, as depicted on the accompanying figures (see **Figure 1**-**Figure 3**).

The project proposes to increase the site's maximum allowed gross floor area by 15,103 gross square feet from 103,470 gross square feet to 118,573 gross square feet. The additional 15,103 gross square feet would allow development of five additional cottages and expand the existing hotel building. The project would also incorporate the adjacent parcel, currently occupied by Lido Fire Station No. 2, by demolishing the fire facility to accommodate additional on-site parking. Specifically, the proposed surface parking lot would provide 16 parking spaces and 5 additional spaces accommodated via valet stacking within drive aisles.

As a component of the cultural resources investigation, Michael Baker International is requesting input on known or potential historic properties or cultural resources in the project area. Please notify us if your organization has any information or concerns about historical resources within the project area. This is not a request for research; it is solely a request for public input related to any concerns that the Newport Beach Historical Society may have. If you have any questions, please contact me at your earliest convenience at Michelle.VanMeter@mbakerintl.com or (916) 517-4422.

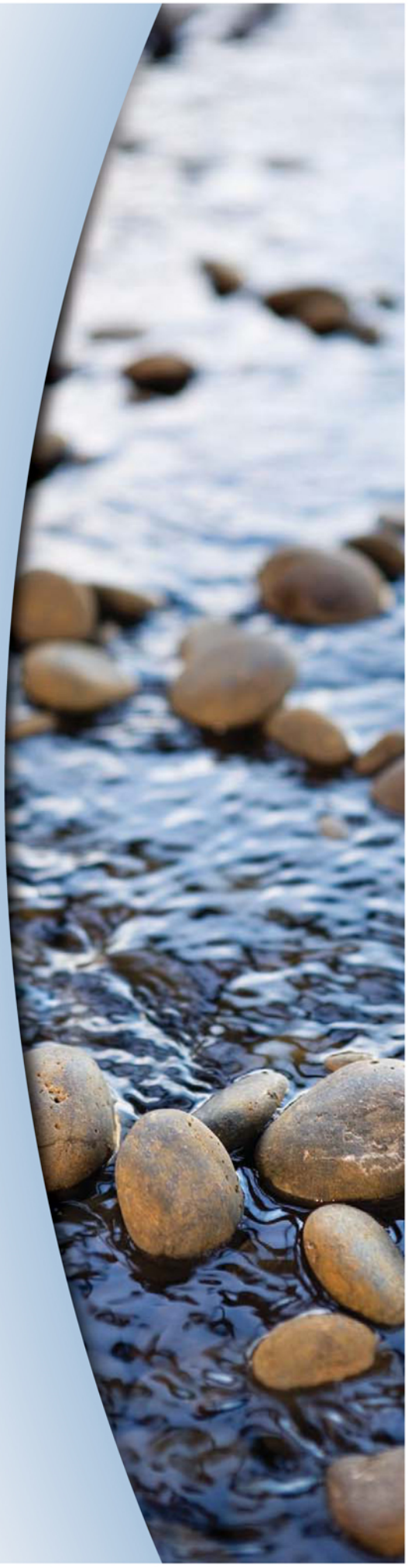
Sincerely,

Michelle Van Meter

Michelle Van Meter, M.A.
Architectural Historian

Attachments: **Figure 1** – Regional Vicinity; **Figure 2** – Project Vicinity; **Figure 3** – Project Area

Attachment 2
Preliminary Water Quality Management Plan



PRELIMINARY
AMENDED WATER QUALITY MANAGEMENT PLAN (PWQMP)

LIDO HOUSE HOTEL

REDEVELOPMENT PROJECT

Newport Beach, California

Prepared For

R.D. OLSON DEVELOPMENT
2955 Main Street, Third Floor
Irvine, California 92614
949.574.8500

Prepared By

Fuscoe Engineering, Inc.
16795 Von Karman, Suite 100
Irvine, California 92606
949.474.1960
www.fuscoe.com

Project Manager:
Mark Nero, PE

Date Prepared: February 5, 2016
Date Revised: June 2, 2016
2nd Revision: August 1, 2016
Amendment: June 14, 2021
Job Number: 1100.004.01

full circle thinking®

DRAFT AMENDED PRIORITY PROJECT WATER QUALITY MANAGEMENT PLAN (PWQMP-AMENDED)

LIDO HOUSE HOTEL

3300 Newport Boulevard
City of Newport Beach, County of Orange

PLAN CHECK NO. TBD
APN 423-111-02

Prepared for:

R.D. OLSON DEVELOPMENT
2955 Main Street, Third Floor
Irvine, California 92614
949.574.8500

Prepared by:

FUSCOE ENGINEERING, INC.
16795 Von Karman, Suite 100
Irvine, CA 92618
949.474.1960

Date Prepared: February 5, 2016
Date Revised: June 2, 2016
2nd Revision: August 1, 2016
Date Amended (draft) March 5, 2021
Date Revised Amended (draft), June 14, 2021

PROJECT OWNER'S CERTIFICATION			
Permit/Application No.:	TBD	**Grading Permit No.:**	Pending
Tract/Parcel Map and Lot(s)No.:	N/A	**Building Permit No.:**	Pending
Address of Project Site and APN:	3300 Newport Boulevard, Newport Beach, CA 92663 423-111-02		

This revised Amended Water Quality Management Plan (WQMP) has been prepared for R.D. OLSON DEVELOPMENT by FUSCOE ENGINEERING, INC. The WQMP is intended to comply with the requirements of the County of Orange NPDES Stormwater Program requiring the preparation of the plan.

The undersigned, while it owns the subject property, is responsible for the implementation of the provisions of this plan , including the ongoing operation and maintenance of all best management practices (BMPs), and will ensure that this plan is amended as appropriate to reflect up-to-date conditions on the site consistent with the current Orange County Drainage Area Management Plan (DAMP) and the intent of the non-point source NPDES Permit for Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the incorporated Cities of Orange County within the Santa Ana Region. Once the undersigned transfers its interest in the property, its successors-in-interest shall bear the aforementioned responsibility to implement and amend the WQMP. An appropriate number of approved and signed copies of this document shall be available on the subject site in perpetuity.

OWNER:	
Name:	Anthony Wrzosek
Title:	Vice President
Company:	R.D. Olson Development
Address:	520 Newport Center Drive, Suite 600, Newport Beach, CA 92660
Email:	anthony.wrzosek@rdodevelopment.com
Telephone:	949.271.1109
Signature:	**Date:**

TABLE OF CONTENTS

APPENDICES

EXHIBITS & BMP DETAILS (INCLUDED IN SECTION VI)

- Vicinity Map
- WQMP Exhibit
- Typical Cross Sections
- Pervious Pavement (INF-6)
- Underground Infiltration (INF-7)
- Pre-treatment Roof Drain Filters

EDUCATIONAL MATERIALS (INCLUDED IN APPENDIX C)

- The Ocean Begins at Your Front Door
- Recycle at Your Local Used Oil Collection Center (Central County)
- Responsible Pest Control
- Sewer Spill
- Tips for Landscaping and Gardening
- Tips for Pool Maintenance
- Tips for the Food Service Industry
- Proper Maintenance Practices for Your Business
- DF-1 Drainage System Operation & Maintenance
- IC-3 Building Maintenance
- IC-7 Landscape Maintenance
- IC-16 Pool & Fountain Cleaning
- IC-22 Eating & Drinking Establishments
- SC-41 Building & Grounds Maintenance
- SC-43 Parking/Storage Area Maintenance

- SD-10 Site Design & Landscape Planning
- SD-12 Efficient Irrigation
- SD-13 Storm Drain Signage
- SD-32 Trash Storage Areas

SECTION I DISCRETIONARY PERMITS AND WATER QUALITY CONDITIONS

PROJECT INFORMATION			
Permit/Application No.:	TBD	**Tract/Parcel Map No.:**	N/A
Address of Project Site and APN:	3300 Newport Boulevard, Newport Beach, CA 92663 423-111-02		
WATER QUALITY CONDITIONS			
Discretionary Permit(s):	Initial Coastal Development Permit No. 5-14-1785 Initial City of Newport Beach Planning Commission Resolution 1952 Initial City of Newport Beach Planning Commission Resolution 1953 Amended Coastal Development Permit No. TBD Amended City of Newport Beach Planning Commission Resolution TBD Amended City of Newport Beach Planning Commission Resolution TBD		
Water Quality Conditions:	Initial City of Newport Beach Planning Commission Resolution 1953 Condition No. 37 Prior to issuance of grading permits, the applicant shall prepare and submit a Water Quality Management Plan (WQMP) for the proposed project, subject to the approval of the Building Department and Code and Water Quality Enforcement Division. The WQMP shall provide appropriate Best Management Practices BMPs) to ensure that no violations of water quality standards or waste discharge requirements occur. Initial Coastal Development Permit No. 5-14-1785 Condition No. 4. Water Quality Management Plan: PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for the review and approval of the Executive Director, a Water Quality Management Plan (WQMP) for the post-construction project site, prepared by a licensed water quality professional, and shall include plans, descriptions, and supporting calculations. The WQMP shall incorporate structural and non-structural Best Management Practices (BMPs) designed to reduce, to the maximum extent practicable, the volume, velocity and pollutant load of stormwater and dry weather flows leaving the developed site. In addition to the specifications above, the plan shall be in substantial conformance with the following requirements: a) Post-development peak runoff rates and average volumes shall not exceed predevelopment conditions.		

	b) Appropriate structural and non-structural BMPs shall be designed to treat or filter the runoff from all surfaces and activities on the development site. c) Post-construction structural BMPs (or suites of BMPs) should be designed to treat or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, 1-hour storm event, with an appropriate safety factor (i.e., 2 or greater), for flow-based BMPs. d) Runoff from all roofs and parking areas shall be collected and directed through a system structural BMPs of vegetated areas and/or gravel filter strips or other vegetated or media filter devices. The filter elements shall be designed to 1) trap sediment, particulates and other solids and 2) remove or mitigate contaminants through infiltration and/or biological uptake. The drainage system shall also be designed to convey and discharge runoff in excess of this standard from the building site in a non-erosive manner. e) The WQMP shall provide for the treatment of runoff from the parking surfaces using appropriate structural and non-structural BMPs. At a minimum this must include a filter designed specifically to minimize vehicular contaminants (oil, grease, automotive fluids, heavy metals), sediments, and floatables and particulate debris. f) The applicant shall regularly sweep-the parking surfaces on a weekly basis, in order to prevent dispersal of pollutants that might collect on those surfaces. g) The detergents and cleaning components used on site shall comply with the following criteria: they shall be phosphate-free, biodegradable, and non-toxic to marine wildlife; amounts used shall be minimized to the maximum extent practicable; no fluids containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates, or lye shall be used; h) The applicant shall not spray down or wash down the parking lot or surrounding sidewalks unless the water used is directed through the sanitary sewer system or a filtered drain. No car washing shall be permitted in the parking lot. i) All BMPs shall be operated, monitored, and maintained for the life of the project and at a minimum, all structural BMPs shall be inspected, cleaned-out, and where necessary, repaired at the following minimum frequencies: (1) prior to October 15th each year; (2) during each month between October 15th and April 15th of each year and, (3) at least twice during the dry season. j) Debris and other water pollutants removed from structural BMP(s) during clean-out shall be contained and disposed of in a proper manner; k) It is the applicant's responsibility to maintain the drainage system and the associated structures and BMPs according to manufacturer's specification. l) Water from the pool and spa shall not enter any storm drains without proper treatment.

	m) Provide a detailed description and flows of the "Flow Through" system in the parking lot area. n) Provide clarification of the Fire Station parking lot permeability. o) Adequate curb cut size, number, and placement called out on the plans. p) The center of the parking areas and graded areas shall be constructed to adequately drain toward infiltration zones. q) Finished grade of landscaping areas should be at a lower elevation than the surrounding impermeable areas. The permittee shall undertake development in accordance with the final plan. Any proposed changes to the final plan shall be reported to the Executive Director. No changes to the final plan shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.
WATERSHED-BASED PLAN CONDITIONS	
Applicable conditions from watershed - based plans including WIHMPs and TMDLs:	Lower Newport Bay TMDLs: ▪ Metals ▪ Nutrients ▪ Pathogens ▪ Pesticides ▪ Priority Organics ▪ Siltation
Amended Water Quality Conditions:	**Amended City of Newport Beach Planning Commission Resolution TBD Condition No. ##** Text to be determined **Amended Coastal Development Permit No. TBD5 Condition No. #. Water Quality Management Plan:** Text to be determined

SECTION II PROJECT DESCRIPTION

II.1 PROJECT DESCRIPTION

The proposed Lido House Hotel project site encompasses approximately 5.5 acres, including the fire station parcel, in the City of Newport Beach. The project site is bounded by Newport Boulevard to the west, 32nd Street to the south, Villa Way to the east and Finley Avenue to the north. A Vicinity Map is included in Section VI.

Under existing conditions, the project site consists of the Lido House Hotel. Adjacent land uses include retail commercial to the north, east, and south, and residential to the west across Newport Blvd. The site is located on the Balboa Peninsula in the Lido Village area of Newport Beach.

The table below summarizes the proposed project.

DESCRIPTION OF PROPOSED PROJECT	
WQMP Development Category:	8. All significant redevelopment projects, where significant redevelopment is defined as the addition or replacement of 5,000 or more square feet of impervious surface on an already developed site. Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of the facility, or emergency redevelopment activity required to protect public health and safety. Since the proposed project includes the addition and replacement of more than 5,000 square feet of impervious surfaces on an already developed site, the project is considered a "Priority Project" in accordance with the Model WQMP and OC DAMP.
Project Area (ft^2):	148,635ft^2 (3.42 acres)
# of Dwelling Units:	Not Applicable (hotel property).
SIC Code:	7011 Hotels and Motels
Narrative Project Description:	The amended project adds five (5) cottage units in the southeast quadrant of the existing project, an additional meeting room south of the existing ballroom and west of the café and a small storage building on the east side of the hotel. The balance of the project remains undisturbed and consists of: a 130-room hotel in one three-story building, meeting rooms, accessory retail spaces, a restaurant, lobby bar, rooftop bar, guest pool and recreational areas. In addition, the project includes public open spaces consisting of a pedestrian plaza with landscape areas, decorative paving, benches and other features located along Newport Boulevard and 32nd Street. Parking, utility and infrastructure improvement reconfigurations in the vicinity of the proposed cottages are also proposed. The fire station parcel will be used exclusively for parking and infiltration.

<table>
<tr><th colspan="5">DESCRIPTION OF PROPOSED PROJECT</th></tr>
<tr><td></td><td colspan="4">Low Impact Development (LID) features and best management practices (BMPs) will be incorporated into the project, and will include pervious pavement and infiltration galleries. Further details on the proposed BMPs can be found in Section VI of this preliminary amended PWQMP.</td></tr>
<tr><td>Project Area:</td><td>Pervious Area</td><td>Pervious Area Percentage</td><td>Impervious Area</td><td>Impervious Area Percentage</td></tr>
<tr><td>Pre-Project Conditions:</td><td>1.2 ac</td><td>28%</td><td>3.07 ac</td><td>72%</td></tr>
<tr><td>Post-Project Conditions:</td><td>0.85 ac</td><td>20%</td><td>3.42 ac</td><td>80%</td></tr>
<tr><td>Drainage Patterns/ Connections:</td><td colspan="4">The addition of the five (5) cottage units impacts the eastern portion of the project. Local, on-site drainage patterns are disturbed but do not alter final drainage courses, volumes or flowrates. No significant change in impervious coverage is proposed.

Drainage on the site follows the topography of the land, with existing drainage patterns flowing westerly to Newport Blvd, northerly to Via Lido Plaza and southerly to Villa Way. The majority of flow is taken westerly to the existing catch basins in Newport Blvd. There are three (3) relatively shallow catch basins in Newport Blvd. The most northerly catch basin (CB 1) captures flow from the southwest portion of the Via Lido Plaza and a portion of the existing northerly arced parking lot. This basin is connected via two 12-inch connecting pipes to the existing catch basin at the southeast corner of the intersection of the main entry and Newport Blvd (CB 2). CB 2 collects drainage from most of the northerly portion of the project site in addition to the drainage from CB 1 and directs flows via two (2) 12-inch PVC connecting pipes, westerly across Newport Boulevard to the existing municipal storm drain system. The most southerly catch basin (CB 3), is located at the northeast corner of Newport Blvd. and 32nd Street. This basin collects drainage from the majority of the southern portion of the site, and a basin on the southeast corner of Newport Blvd and 32nd Street and directs flow westerly across Newport Blvd. via a 15-inch RCP connecting pipe to the municipal storm drain system on the west side of Newport Boulevard. Both existing municipal storm drain systems on the westerly side of Balboa Boulevard discharge to the Rivo Alto channel, part of Lower Newport Bay. Drainage to the north is directed through the existing Via Lido Plaza parking lot to the existing municipal storm drain system on the north side of that site. This flow discharges to the northwest upper end of Lower Newport Bay. The southeast portion of the site drains southerly in Villa Way to the existing municipal storm drain system serving 30th, 31st and 32nd streets. This system connects to the existing 36" RCP in 30th Street which discharges to the Rhine Canal in Lower Newport Bay.

Overall the project reduces runoff to the off-site storm drain facilities by slightly less than 2%. The proposed development will maintain the historic drainage patterns with the exception that flows are no longer routed north through the</td></tr>
</table>

DESCRIPTION OF PROPOSED PROJECT	
	Via Lido Shopping area. Localized area drains are proposed to be used along landscaping adjacent to the building and to drain the courtyard/pool area. All other flows are anticipated to be overland. The drive approach area from the northerly parking area of the site to the Via Lido Plaza is anticipated to be re-graded to prevent runoff from Via Lido Plaza onto the site. Runoff would be diverted westerly within the Via Lido Plaza to the westerly inlet in the parking area connected to CB 1. This alteration is being proposed primarily to reduce the impact of off-site runoff on the on-site water quality BMPs. Runoff from all roofs and parking areas shall be collected and directed through a system structural BMPs of gravel infiltration galleries and pervious pavement. The drainage system shall also be designed to convey and discharge runoff in excess of this standard from the building site in a non-erosive manner. See also Section III.2 for further drainage descriptions.

PROJECT FEATURES	
Building Summary:	The hotel building remains at 3 levels with 130 guest rooms. The guestrooms include both queen and king guestrooms. The extended stay suites remain and 5 additional two-story villas are being proposed in addition to the existing five 5) villas. A lighthouse-style observation tower is proposed in the northwest corner of the site. The existing fire station located in the southeast corner of the site will remain under proposed conditions.
Amenities:	The revised site adds a meeting room south of the existing ballroom. Existing guest amenities within the hotel include meeting rooms, accessory retail spaces, a restaurant, lobby bar, rooftop bar, fitness center, guest pool and private outdoor recreational area. Specifically, the outdoor private recreational area will include a pool, spa, outdoor fireplace, focal water feature, formal lawn area and decorative landscaping. North of the proposed villas an additional event lawn is being planned. The western portion of the site along Newport Boulevard includes a public plaza, and will feature decorative paving, wood decking, reclaimed wood benches, a lawn terrace with preserved existing trees, native landscaping throughout the plaza.
Landscaped Areas:	Landscaping exists around the perimeter of the site, within the central guest recreational area/courtyard, as planters on the rooftop lounge area, within the parking lot, and within the public plaza along Newport Boulevard. Approximately 1 acre of the site will be landscaped.
Hardscaped Areas:	Hardscaped areas will be located throughout the site, and will include asphalt and permeable paved drive aisles and parking areas (~1.0 ac), concrete paver outdoor courtyards and concrete sidewalks (~1.5 ac).

PROJECT FEATURES	
Parking Facilities:	Parking will be provided as surface spaces surrounding the proposed building. A total of 117 surface spaces are proposed, reduced from the existing 148. An off-site parking agreement will make up the lost spaces. The existing metered surface parking spaces along 32nd Street will remain under proposed conditions (16 total spaces).
Other Project Features:	A restaurant is within the building, with additional seating provided in an outdoor courtyard. All food preparation will be handled indoors. A grease interceptor is located in the sanitary sewer system in accordance with local requirements. The trash enclosure on the south side is being reconfigured on the west side of the proposed ballroom. The existing trash enclosure, located in the southeastern portion of the site near the existing fire station will remain. These areas will be walled and covered to preclude precipitation and runoff consistent with City standards. The at-grade delivery area will be reconfigured on the east side of the hotel. A small storage bldg. is proposed to facilitate deliveries. No below-grade loading docks are proposed. The site will not have any additional outdoor storage areas, vehicle/ community car wash racks or vehicle/equipment wash areas. The applicant shall not spray down or wash down the parking lot or surrounding sidewalks unless the water used is directed through the sanitary sewer system or a filtered drain. No car washing shall be permitted in the parking lot.
Outdoor Activities:	Outdoor areas throughout the site are used for vehicle parking (in designated spaces), pedestrian access, recreational and event purposes. The private recreation areas include a pool, spa, fireplace, formal lawns and other landscaping for guest uses. An arrival court with focal water feature and motor court gateway is located on the northern side of the building. Paved parking is located along the northern, eastern, and southern portions of the site. A public plaza is located on the western side of the project along Newport Boulevard, and will feature decorative paving, wood decking, reclaimed wood benches, a lawn terrace with preserved existing trees, native landscaping throughout the plaza. The outdoor space will be for passive recreational uses.
Materials Used & Stored:	No outdoor storage of materials is anticipated (materials will be stored indoors). Materials anticipated to be utilized and stored on-site include those associated with commercial/hotel uses (including cleaning and maintenance products, hotel linens, guestroom amenity supplies, office supplies, retail inventory, etc.) and restaurant uses (food preparation equipment, service supplies, food items, table settings, etc.). Pool cleaning materials and chemical swill be stored indoors or off-site (via pool cleaning contractor). The detergents and cleaning components used on site shall comply with the following criteria: they shall be phosphate-free, biodegradable, and non-toxic to marine wildlife; amounts used shall be minimized to the maximum extent practicable; no fluids containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates, or lye shall be used.

PROJECT FEATURES	
Wastes Generated:	The project is not anticipated to generate any wastes other than landscaping clippings and trash & debris. Outdoor trash receptacles will be provided throughout the common areas of the site for the visitors to dispose of their refuse in a proper manner, and property maintenance will provide trash and waste material removal to maintain a trash-free property. All wastes shall be collected and properly disposed of off-site (see Sections IV.3.8 & IV.3.9 for source control BMPs related to these features).

II.2 POTENTIAL STORM WATER POLLUTANTS

The table below, derived from Table 2 of the Countywide Model WQMP Technical Guidance Document (May 2011), summarizes the categories of land use or project features of concern and the general pollutant categories associated with them.

ANTICIPATED & POTENTIAL POLLUTANTS GENERATED BY LAND USE TYPE								
Priority Project Categories and/or Project Features	General Pollutant Categories							
	Suspended Solid/ Sediments	Nutrients	Heavy Metals	Pathogens (Bacteria/ Virus)	Pesticides	Oil & Grease	Toxic Organic Compounds	Trash & Debris
Detached Residential Development	E	E	N	E	E	E	N	E
Attached Residential Development	E	E	N	E	E	E(2)	N	E
Commercial/Industrial Development	E(1)	E(1)	E(5)	E(3)	E(1)	E	E	E
Automotive Repair Shops	N	N	E	N	N	E	E	E
Restaurants	E(1)(2)	E(1)	E(2)	E	E(1)	E	N	E
Hillside Development >5,000 ft²	E	E	N	E	E	E	N	E
Parking Lots	E	E(1)	E	E(4)	E(1)	E	E	E
Streets, Highways, & Freeways	E	E(1)	E	E(4)	E(1)	E	E	E
Retail Gasoline Outlets	N	N	E	N	N	E	E	E

Notes:
E = expected to be of concern N = not expected to be of concern
(1) Expected pollutant if landscaping exists on-site, otherwise not expected.
(2) Expected pollutant if the project includes uncovered parking areas, otherwise not expected.
(3) Expected pollutant if land use involves food or animal waste products, otherwise not expected.
(4) Bacterial indicators are routinely detected in pavement runoff.
(5) Expected if outdoor storage or metal roofs, otherwise not expected.
Source: County of Orange. (2011, May 19). Technical Guidance Document for the Preparation of Conceptual/ Preliminary and/or Project Water Quality Management Plans (WQMPs). Table 2.1.

Priority Project Categories and/or Features:

- Commercial/Industrial Development
- Parking Lots

POLLUTANTS OF CONCERN		
Pollutant	**E = Expected to be of concern N =Not Expected to be of concern**	**Additional Information and Comments**
Suspended Solid/ Sediment	E	303(d) listed impairment / TMDL
Nutrients	E	303(d) listed impairment / TMDL
Heavy Metals	E	303(d) listed impairment / TMDL
Pathogens (Bacteria/Virus)	E	303(d) listed impairment / TMDL
Pesticides	E	303(d) listed impairment / TMDL
Oil & Grease	E	
Toxic Organic Compounds	E	
Trash & Debris	E	

II.3 HYDROLOGIC CONDITIONS OF CONCERN

The purpose of this section is to identify any hydrologic conditions of concern (HCOC) with respect to downstream flooding, erosion potential of natural channels downstream, impacts of increased flows on natural habitat, etc. As specified in Section 2.3.3 of the 2011 Model WQMP, projects must identify and mitigate any HCOCs. A HCOC is a combination of upland hydrologic conditions and stream biological and physical conditions that presents a condition of concern for physical and/or biological degradation of streams.

In the North Orange County permit area, HCOCs are considered to exist if any streams located downstream from the project are determined to be potentially susceptible to hydromodification impacts and either of the following conditions exists:

- Post-development runoff volume for the 2-yr, 24-hr storm exceeds the pre-development runoff volume for the 2-yr, 24-hr storm by more than 5 percent

or

- Time of concentration (Tc) of post-development runoff for the 2-yr, 24-hr storm event exceeds the time of concentration of the pre-development condition for the 2-yr, 24-hr storm event by more than 5 percent.

If these conditions do not exist or streams are not potentially susceptible to hydromodification impacts, an HCOC does not exist and hydromodification does not need to be considered further. In the North Orange County permit area, downstream channels are considered not susceptible to hydromodification, and therefore do not have the potential for a HCOC, if all downstream conveyance channels that will receive runoff from the project are engineered, hardened, and regularly maintained to ensure design flow capacity, and no sensitive habitat areas will be affected.

Is the proposed project potentially susceptible to hydromodification impacts?

☐ **Yes** ☒ **No (show map)**

In accordance with updated Susceptibility Analysis, Newport Bay, Newport Coastal Streams exhibit within the 2011 TGD, the project lies in a location **not** subject to hydromodification impacts or HCOC's.

II.4 POST DEVELOPMENT DRAINAGE CHARACTERISTICS

Overall the project reduces runoff to the off-site storm drain facilities by slightly less than 2%. The proposed development will maintain the historic drainage patterns with the exception that flows are no longer routed north through the Via Lido Shopping area. Due to the shallow depths of the adjacent public storm drain catch basins and the need to treat low flows to conform to the requirements of Low Impact Development and the County of Orange Drainage Area Management Plan (DAMP), this project will continue using primarily surface flow with localized area drains to drain the site. This method maximizes the potential for runoff infiltration which is the primary Best Management Practice for water quality purposes.

Localized area drains are proposed to be used along landscaping adjacent to the building and to drain the courtyard/pool area. Runoff from all roofs and parking areas shall be collected and directed through a system structural BMPs of gravel underground infiltration galleries and pervious pavement. The drainage system shall also be designed to convey and discharge runoff in excess of this standard from the building site in a non-erosive manner. All other flows are anticipated to be overland.

II.5 PROPERTY OWNERSHIP/MANAGEMENT

PROPERTY OWNERSHIP/MANAGEMENT	
Public Streets:	City of Newport Beach
Private Streets:	Not Applicable
Landscaped Areas:	City of Newport Beach (public areas) R.D. Olson Development (private areas)
Open Space:	City of Newport Beach (public areas) R.D. Olson Development (private areas)

PROPERTY OWNERSHIP/MANAGEMENT	
Easements:	City of Newport Beach (public access/right-of-way) Southern California Edison (various utilities)
Parks:	Not Applicable
Buildings:	R.D. Olson Development
Structural BMPs:	R.D. Olson Development

R.D. Olson Development shall assume all BMP maintenance and inspection responsibilities for the proposed project. Inspection and maintenance responsibilities are outlined in Section V of this report.

SECTION III SITE DESCRIPTION

III.1 PHYSICAL SETTING

Planning Area/ Community Name:	Lido House Hotel
Address:	3300 Newport Boulevard, Newport Beach, CA
Project Area Description:	Northeast corner of Newport Boulevard and 32nd Street on the Balboa Peninsula in the Lido Village area of Newport Beach
Land Use:	Existing: Mixed Use (MU-H5) Proposed: Mixed Use (MU-H5) [no change]
Zoning:	Existing: Mixed Use-Lido Village (MU-LV) Proposed: Mixed Use-Lido Village (MU-LV) [no change]
Acreage:	4.27 ac
Predominant Soil Type:	A[1]
Impervious Conditions:	Existing Impervious Area: ~3.4 acres (80%) Proposed Impervious Area: ~3.4 acres (80%) [no change]
Pervious Conditions:	Existing Pervious Area: ~0.8 acres (20%) Proposed Pervious Area: ~0.8 acres (20%) [no change]

III.2 SITE CHARACTERISTICS

Precipitation Zone:	0.7 inches per Figure XVI-1 of the TGD (see Appendix A)
Topography:	The project site is relatively flat with the highest point being in the center of the site where the existing city hall buildings are located. The site drops off on all sides to the adjacent parking and roadway areas. Existing elevations vary from a high of approximately 10.1 feet to 8.8 in the adjacent street with the catch basins on Newport Blvd. at 6.6 feet at the flow line. Drainage on the site follows the topography of the land, with existing drainage patterns flowing westerly to Newport Blvd, northerly to Via Lido Plaza and southerly to Villa Way.
Existing Drainage Patterns/ Connections:	The majority of flow is taken westerly to the existing catch basins in Newport Blvd. There are three (3) relatively shallow catch basins in Newport Blvd. with depths on the order of two (2) feet deep. The most northerly catch basin (designated CB 1) captures flow from the southwest portion of the Via Lido Plaza and a portion of the

[1] Source: County of Orange Environmental Management Agency. (1986, October). Orange County Hydrology Manual.

	existing northerly arced parking lot. This basin is connected via two 12-inch connecting pipes to the existing catch basin at the southeast corner of the intersection of the main entry and Newport Blvd (designated CB 2). Catch basin 2 collects drainage from most of the northerly portion of the project site in addition to the drainage from catch basin 1 and directs flows via two (2) 12-inch PVC connecting pipes, westerly across Newport Boulevard to the existing municipal storm drain system. The most southerly catch basin (designated CB 3, is located at the northeast corner of Newport Blvd. and 32nd Street. This basin collects drainage from the majority of the southern portion of the site, and a basin on the southeast corner of Newport Blvd and 32nd Street and directs flow westerly across Newport Blvd. via a 15-inch RCP connecting pipe to the municipal storm drain system on the west side of Newport Boulevard. Both existing municipal storm drain systems on the westerly side of Balboa Boulevard discharge to the Rivo Alto channel, part of Lower Newport Bay. Drainage to the north is directed through the existing Via Lido Plaza parking lot to the existing municipal storm drain system on the north side of that site. This flow discharges to the northwest upper end of Lower Newport Bay. The southeast portion of the site drains southerly in Villa Way to the existing municipal storm drain system serving 30th, 31st and 32nd streets. This system connects to the existing 36" RCP in 30th Street which discharges to the Rhine Canal in Lower Newport Bay.
Proposed Drainage Patterns/ Connections:	Overall the project reduces runoff to the off-site storm drain facilities by slightly less than 2%. The proposed development will maintain the historic drainage patterns with the exception that flows are no longer routed north through the Via Lido Shopping area. Due to the shallow depths of the adjacent public storm drain catch basins and the need to treat low flows to conform to the requirements of Low Impact Development and the County of Orange Drainage Area Management Plan (DAMP), this project is proposing using primarily surface flow with localized area drains to drain the site. This method maximizes the potential for runoff infiltration which is the primary BMP for water quality purposes. Infiltration is also the preferred methodology for mitigating pollutants of concern per the County DAMP. Localized area drains are proposed to be used along landscaping adjacent to the building and to drain the courtyard/pool area. Runoff from all roofs and parking areas shall be collected and directed through a system structural BMPs of gravel infiltration galleries and pervious pavement. The drainage system shall also be designed to convey and discharge runoff in excess of this standard from the

	building site in a non-erosive manner. All other flows are anticipated to be overland. The basic flow pattern of the existing site is maintained but quantities to the downstream off-site areas are slightly different. The drive approach area from the northerly parking area of the site to the Via Lido Plaza is anticipated to be re-graded to prevent runoff from Via Lido Plaza onto the site. Runoff would be diverted westerly within the Via Lido Plaza to the westerly inlet in the parking area connected to CB 1. This only alters the routing of the flow not the destination and there is not a significant difference in flow path length, hence there should be no significant impact due to this alteration. This alteration is being proposed primarily to reduce the impact of off-site runoff on the on-site water quality BMPs.
Soil Type, Geology, and Infiltration Properties:	The site is underlain by approximately 5 to 6 feet of dredged fill overlying alluvial soil materials. The dredged fill materials are highly variable and consist of intermixed layers of silts, sands, and silty sands, and clayey sands while the alluvial materials consist of loose to medium dense sands to silty sands to with occasional thick layers of moderately firm to very stiff silts and clays.
Hydrogeologic (Groundwater) Conditions:	During geotechnical investigations conducted on-site, the water table varied from 4.5 to 6 feet below the existing surface, which correlates to a water table/seawater elevation varying from 3.5 MSL to 4.0 MSL across the site. During the geotechnical investigation, the groundwater levels were observed to fluctuate with the tide in the bay, indicating that the groundwater is tidally influenced. In addition, the Santa Ana River Basin Plan identifies groundwaters in the Lower Newport Bay are excepted from MUN (Municipal and Domestic Supply) beneficial uses.
Geotechnical Conditions (relevant to infiltration):	Infiltration tests were performed on the project site in general accordance with the Santa Ana Regional Water Quality Control Board Technical Guidance Document (TGD) Appendices dated March 2011, utilizing the shallow percolation test procedure contained in Section VII.3.8. Two rounds of tests were conducted, with the first round in 2013 and the second in 2015. For the first round of testing, two (2) 8-inch-diameter test holes were excavated in the northern and southern portions of the site to a depth of approximately 5 feet using a hollow stem auger drill rig. The second round of testing included seven (7) 6-inch diameter test holes to depths of 3 feet using hand-powered auger drills. The 2013 testing results found the average permeability rate varied from 1.4 inches per hour at DH-1 to 12.3 inches per hour at DH-5. During the 2015 testing, the measured infiltration rates of the seven infiltration areas were found to be between 1.88 and 12.72 inches per hour. Results of both testing events are included in Appendix F of this report.

	Since the measured infiltration rates are greater than 0.3 inches per hour required or feasibility, infiltration is considered feasible on the project site. Although depths to the water table are relatively shallow on the site (<10 feet below ground surface), the water table is tidally influenced due to the proximity to the bay, and is not a source of drinking water supply (excepted from MUN beneficial use designation). Infiltration on this site as a BMP will only be for water quality purposes and not for groundwater recharging since the groundwater is from the ocean/bay. In addition, the proposed infiltration BMPs are not anticipated to impact groundwater quality, since the water below the site is influenced by seawater and is not a source of drinking water supply. Additional media filtration pre-treatment BMPs are also proposed throughout the site. These measures are discussed further in Section IV.3.7 of this report.
Off-Site Drainage:	Under existing conditions, the project site receives a small amount of runoff from the parking lot and driveway immediately north of the site. Under proposed conditions, on-site runoff will be infiltrated prior to co-mingling with any off-site drainage that enters the site.
Utility and Infrastructure Information:	Dry and wet utilities will be incorporated into the proposed project and will tie into existing facilities associated with the existing development.

III.3 WATERSHED DESCRIPTION

Receiving Waters:	Lower Newport Bay
303(d) Listed Impairments:	Per the 2010 List for Lower Newport Bay: ▪ Chlordane ▪ Copper ▪ DDT ▪ Indicator Bacteria ▪ Nutrients ▪ PCBs ▪ Pesticides ▪ Sediment Toxicity
Applicable TMDLs:	For Lower Newport Bay: ▪ Metals ▪ Nutrients ▪ Pathogens ▪ Pesticides ▪ Priority Organics ▪ Siltation
Pollutants of Concern for the Project:	Per Section II.2 ▪ Suspended Solids/Sediment ▪ Nutrients ▪ Heavy Metals ▪ Pathogens (Bacteria/Virus) ▪ Pesticides ▪ Oil & Grease ▪ Toxic Organic Compounds ▪ Trash & Debris
Hydrologic Conditions of Concern (HCOCs):	None. Refer to Section II.3 for details.

Environmentally Sensitive and Special Biological Significant Areas:	The project site is not located within 200 ft of an Environmentally Sensitive Area (ESA) or Areas of Special Biological Significance (ASBS).

SECTION IV BEST MANAGEMENT PRACTICES (BMPs)

IV.1 PROJECT PERFORMANCE CRITERIA

Is there an approved WIHMP or equivalent for the project area that includes more stringent LID feasibility criteria or if there are opportunities identified for implementing LID on regional or sub-regional basis?

☐ Yes ☒ No

PROJECT PERFORMANCE CRITERIA	
Hydromodification Control Performance Criteria: **(Model WQMP Section 7.II-2.4.2.2)**	Not Applicable. This project is exempt from hydromodification requirements. Refer to Section II.3 for further details.
LID Performance Criteria: **(Model WQMP Section 7.II-2.4.3)**	Infiltrate, harvest and use, evapotranspire, or biotreat/biofilter, the 85th percentile, 24-hour storm event (Design Capture Volume). LID BMPs must be designed to retain, on-site, (infiltrate, harvest and use, or evapotranspire) storm water runoff up to 80 percent average annual capture efficiency
Treatment Control BMP Performance Criteria: **(Model WQMP Section 7.II-3.2.2)**	If it is not feasible to meet LID performance criteria through retention and/or biotreatment provided on-site or at a sub-regional/regional scale, then treatment control BMPs shall be provided on-site or offsite prior to discharge to waters of the US. Sizing of treatment control BMP(s) shall be based on either the unmet volume after claiming applicable water quality credits, if appropriate.
LID Design Storm Capture Volume:	Total Site / Property = 4.274 acres (80% impervious) Simple Method DCV = 8,145.2 ft^3 *Refer to Section IV.2.2 for specific Drainage Manage Area (DMA) breakdown and Appendix A for detailed calculations (Worksheet B).*

IV.2 SITE DESIGN AND DRAINAGE PLAN

The following section describes the site design BMPs used in this project and the methods used to incorporate them. Careful consideration of site design is a critical first step in storm water pollution prevention from new developments and redevelopments.

IV.2.1 Site Design BMPs

Minimize Impervious Area

Impervious surfaces have been minimized by incorporating landscaped areas throughout the site surrounding the proposed building and within the interior courtyard. Additionally, pervious pavement will be incorporated into the proposed parking lot to further reduce impervious areas and detain runoff for infiltration into the subsoils. The proposed building will also feature multiple stories, building vertically rather than horizontally, with an interior courtyard, to minimize building footprint.

Maximize Natural Infiltration Capacity

Portions of the proposed parking lot will be constructed with pervious pavement. In addition, runoff will be routed to landscaped areas to maximize natural infiltration capacity. Locations of the infiltration BMPs (underground infiltration galleries and pervious pavement) were selected based on drainage patterns, locations with reduced traffic and loading (e.g., in the perimeter parking lot versus the main entryway/driveway) and proximity to the building. Refer to Section IV.3.2 for details on the proposed infiltration BMPs.

Preserve Existing Drainage Patterns and Time of Concentration

Overall the project reduces runoff to the off-site storm drain facilities by slightly less than 2%. The proposed development will maintain the historic drainage patterns with the exception that flows are no longer routed north through the Via Lido Shopping area. Due to the shallow depths of the adjacent public storm drain catch basins and the need to treat low flows to conform to the requirements of Low Impact Development and the OC DAMP, this project is proposing using primarily surface flow with localized area drains to drain the site. This method maximizes the potential for runoff infiltration and reduces runoff rates and volumes, and results in longer Tc values.

Disconnect Impervious Areas

Runoff form the impervious areas of the project site, including sidewalks, rooftops, and other impervious areas will drain to landscaping areas, underground infiltration galleries and pervious pavement areas for infiltration into the sub-soils. In addition, runoff from the proposed parking lot will drain to pervious pavement to further disconnect impervious areas.

Protect Existing Vegetation and Sensitive Areas, and Revegetate Disturbed Areas

The site is fully developed under existing conditions, and all disturbed areas on the site will either be paved or landscaped. The existing shade trees located along the western portion of the site will be preserved and incorporated into the landscape design of the public pedestrian plaza. There are no sensitive areas on the project site to be preserved.

Soil Stockpiling and Site Generated Organics

Construction of the project will only require small amounts of grading and fill placement to support the proposed building structure. Temporary soil stockpiles utilized during construction activities will be stabilized consistent with the requirements of the General Construction Permit (SWRCB Order No. 2009-0009-DWQ) and local requirements to prevent erosion/sedimentation and potential transport of pollutants.

Firescaping

The project site is not located in a high risk wildfire zone. The project will comply with all requirements of the local fire authority for landscaping, building setbacks, and other requirements of the Uniform Fire Code, City Codes, County of Orange Fire Authority, and other local standards.

Xeriscape Landscaping

Within the public plaza along Newport Boulevard and portions of 32nd Street, the landscaping plan will include mounded native grasses and dune planting, with low water and fertilizer/pesticide requirements. Additional native and/or drought-tolerant landscaping will be incorporated throughout the remainder of the site consistent with City and County landscaping guidelines.

Slopes and Channel Buffers

There are no slopes or channels on the project site and therefore, this site design BMP will not be utilized as part of the project.

IV.2.2 Drainage Management Areas

In accordance with the MS4 permit and the 2011 Model WQMP, the project site has been divided into Drainage Management Areas (DMAs) to be utilized for defining drainage areas and sizing LID and other treatment control BMPs. DMAs have been delineated based on the proposed site grading patterns, drainage patterns, storm drain and catch basin locations. As a result, the sum of the drainage areas may be slightly different than the legal property boundary acreage.

The design capture volumes (DCV) and treatment flow rates (Q_{Design}) for each DMA are summarized in the table below. These have been derived utilizing the "Simple Method" in accordance with the TGD Section III.1.1. Actual BMP sizing requirements, including 80 percent capture design volumes, flow rates, depths, and other design details for the specific BMPs proposed are provided in Section IV.3.2. Locations of DMAs and associated LID and treatment BMPs are identified on the exhibits in Section VI. Additional calculations and TGD Worksheets are provided in Appendix A.

DRAINAGE MANAGEMENT AREAS (DMAs)						
Drainage Area Name / DMA[1]	BMP ID, Feature or Land Use Type	Drainage Area (acres)	% impervious	Runoff Coefficient	Design Storm Depth[2] (in)	Simple Method DCV[3] (ft^3)
DMA A1	underground infiltration	0.886	77.4%	0.731	0.7	1,645.7
DMA A2	pervious pavement	0.286	86.4%	0.798	0.7	579.9
DMA A3	HSC-2 self-treating area	0.094	37.8%	0.434	0.7	103.7
DMA B1	pervious pavement	0.381	92.2%	0.842	0.7	815.2
DMAs B2+B3	pervious pavement	0.473	85.5%	0.791	0.7	950.7
DMA C1	underground infiltration	0.897	63.8%	0.629	0.7	1,433.7

DRAINAGE MANAGEMENT AREAS (DMAs)						
Drainage Area Name / DMA[1]	BMP ID, Feature or Land Use Type	Drainage Area (acres)	% impervious	Runoff Coefficient	Design Storm Depth[2] (in)	Simple Method DCV[3] (ft^3)
DMA D1	pervious pavement	0.189	85.8%	0.794	0.7	381.3
DMA D2	pervious pavement	0.099	84.1%	0.781	0.7	196.5
DMA D3	pervious pavement	0.109	85.5%	0.791	0.7	219.1
DMA F1	pervious pavement	0.389	93.1%	0.851	0.7	841.2
DMA F2	pervious pavement	0.170	89.9%	0.812	0.7	350.8
TOTAL DMAs	--	3.972	79.3%	0.745	0.7	7,519.2
TOTAL PROPERTY	--	4.274	80.0%	0.773	0.7	8,145.2

Notes:
1. Refer to exhibits in Section VI for locations of each DMA.
2. Per Figure XVI-1 of the Technical Guidance Document, dated May 19, 2011. See also Appendix A.
3. Per Section III.1.1 of the Technical Guidance Document.

IV.3 LID BMP SELECTION AND PROJECT CONFORMANCE ANALYSIS

Low Impact Development (LID) BMPs are required in addition to site design measures and source controls to reduce pollutants in storm water discharges. LID BMPs are engineered facilities that are designed to retain or biotreat runoff on the project site. The 4th Term MS4 Storm Water Permit (Order R8-2009-0030) requires the evaluation and use of LID features using the following hierarchy of treatment: infiltration, evapotranspiration, harvest/reuse, and biotreatment. The following sections summarize the LID BMPs proposed for the project in accordance with the permit hierarchy and performance criteria outlined in Section IV.1.

IV.3.1 Hydrologic Source Controls (HSCs)

Hydrologic source controls (HSCs) can be considered to be a hybrid between site design practices and LID BMPs. HSCs are distinguished from site design BMPs in that they do not reduce the tributary area or reduce the imperviousness of a drainage area; rather they reduce the runoff volume that would result from a drainage area with a given imperviousness compared to what would result if HSCs were not used.

HYDROLOGIC SOURCE CONTROLS		
ID	Name	Included?
HSC-1	Localized on-lot infiltration	☐
HSC-2	Impervious area dispersion (e.g. roof top disconnection)	☒

HYDROLOGIC SOURCE CONTROLS		
ID	Name	Included?
HSC-3	Street trees (canopy interception)	☐
HSC-4	Residential rain barrels (not actively managed)	☐
HSC-5	Green roofs/Brown roofs	☐
HSC-6	Blue roofs	☐
HSC-7	Impervious area reduction (e.g. permeable pavers, site design)	☒

The project will utilize hydrologic source controls (impervious area dispersion) along the southern perimeter of the site. Within these areas small portions of hardscape areas (sidewalks) will drain to adjacent landscaping for infiltration at natural rates into the soils. Based on the capture efficiency calculations, the large amounts of landscaping and pervious surfaces in these areas are sufficient to treat runoff from the adjacent impervious surfaces in accordance with the Model WQMP and TGD (meeting 80% minimum average annual capture efficiency). Areas, calculations and associated worksheets are included in Appendix A.

HYDROLOGIC SOURCE CONTROL BMP SUMMARY						
DMA ID[1]	HSC Type	Drainage Area	Pervious to Impervious Ratio Tributary to HSC	$d_{HSC\ total}$[2]	% Capture by HSC [3]	Sufficient?
DMA A3	HSC-2 Impervious Area Dispersion	0.09 ac	1.6	0.80"	80%	Yes

Notes:

1. Refer to Section IV.3.1 for individual DMA tributary areas. Refer to exhibits in Section VI for locations of BMPs.
2. Per chart in Fact Sheet HSC-2 of the Technical Guidance Document, dated December 20, 2013. Per Fact Sheet HSC-2, the maximum d_{HSC} is equal to the Design Storm Depth for the project (0.7").
3. Per Table III.1 of the Technical Guidance Document, dated December 20, 2013. Worksheets are included in Appendix A.

IV.3.2 Infiltration BMPs

Infiltration BMPs are LID BMPs that capture, store and infiltrate storm water runoff. These BMPs are engineered to store a specified volume of water and have no design surface discharge (underdrain or outlet structure) until this volume is exceeded. Examples of infiltration BMPs include infiltration trenches, bioretention without underdrains, drywells, permeable pavement, and underground infiltration galleries.

INFILTRATION		
ID	**Name**	**Included?**
INF-3 INF-4	Bioretention Without Underdrains	☐
	Rain Gardens	☐
	Porous Landscaping	☐
	Infiltration Planters	☐
	Retention Swales	☐
INF-2	Infiltration Trenches	☐
INF-1	Infiltration Basins	☐
INF-5	Drywells	☐
INF-7	Subsurface Infiltration Galleries	☒
--	French Drains	☐
INF-6	Permeable Asphalt	☒
	Permeable Concrete	☐
	Permeable Concrete Pavers	☒
	Other:	☐

The project will utilize infiltration BMPs throughout the site, taking advantage of the sandy soils and the open landscaping areas. Permeable pavers are proposed for portions of the parking lot and drive aisle. Runoff from the central recreation area will be diverted to a proposed gravel bed infiltration gallery located below the formal lawn area. Runoff from the remaining landscaped areas and public walkways along Newport Boulevard will infiltrate via proposed infiltration gallery located along the perimeter of the site.

Pervious Pavement

Permeable pavement, such as permeable pavers, grass pavers, porous concrete, and porous asphalt, provides a surface suitable for light-loads and parking areas in which water can drain through pore spaces to an underlying rock reservoir (approximately 12" inches deep) underneath. The sub-surface base allows for physical and microbial filtering processes to take place thereby removing pollutants such as particulates, organics, hydrocarbons and total suspended sediments, including attached heavy metals. The pervious pavement sections proposed for the project will have an average rock reservoir depth of 12 inches.

Gravel Bed Infiltration Galleries

An underground infiltration gallery typically consists of a vault or chamber system, or gravel bed with an open bottom that is used to store runoff and percolate into the subsoils. Runoff enters the gravel bed through perforated pipes, is stored in the void space and pipe and infiltrates through the bottom. The infiltration gallery will be designed to be approximately 6-30' wide with an average rock reservoir depth of 12 inches, and will be covered with approximately 6-8" of turf and topsoil (DMA A1 only).

Infiltration BMP Sizing Calculations

In accordance with the MS4 permit and the new Model WQMP, the Design Capture Volumes (DCVs) presented in the following table represent the minimum volume of storm water runoff required to be treated by LID and/or treatment control BMPs for the proposed project. Due to the shallow design depths, the infiltration BMPs will drain in less than 48 hours, and therefore the BMPs were sized utilizing the Capture Efficiency, Constant Drawdown BMP sizing methodology to achieve the target capture efficiency of 80% in accordance with Section III.3.2 and Worksheet C of the TGD. Results are summarized in the following table based on footprints and depths required by each BMP. Detailed calculations are provided in Appendix A.

INFILTRATION BMP DESIGN SUMMARY									
BMP Type	DMA ID[1]	Drainage Area (ac)	BMP Effective Depth[2]	Design Infiltration Rate (in/hr)	Draw-down (hr)	80% Capture DCV[3] (ft^3)	Minimum Footprint Needed (ft^2)	Footprint Provided (ft^2)	GIS Coordinate
Pervious Pavement[4]	DMA A2	0.286	0.40	0.59	8.14	261.0	652.4	1,613.0	33.616114 - 117.929346
	DMA B1	0.381	0.40	0.48	10.00	407.6	1,018.9	3,193.8	33.616822 - 117.929040
	DMAs B2+B3	0.473	0.40	3.22	3.00	237.7	594.2	720.0	33.617129 - 117.929969
	DMA D1	0.189	0.40	3.23	3.00	95.3	238.3	4,192.7	33.616878 - 117.928885

INFILTRATION BMP DESIGN SUMMARY									
	DMA D2	0.099	0.40	3.23	3.00	49.1	122.8	1,795.0	33.617160 - 117.929395
	DMA D3	0.109	0.40	0.74	6.49	85.4	213.6	240.0	33.617197, - 117.929959
	DMA F1	0.389	0.40	1.45	3.3	210.3	526	2080(6)	33.616414 - 117.928827
	DMA F2	0.170	0.40	1.33	3.6	87.7	219	2760(6)	33.616122 - 117.928904
Gravel Bed Infiltration Gallery[5]	DMA A1	0.886	0.40	1.26	3.81	411.4	1,028.6	1,500.0	33.616359 - 117.929502
	DMA C1	0.897	0.40	0.33	14.55	860.2	2,150.5	2,176.1	33.616597 - 117.930143

Notes:

1. Refer to WQMP Exhibit in Section VI for locations of DMAs and BMPs.
2. Includes reservoir storage depth adjusted for porosity.
3. Per Worksheet C, "Determining Capture Efficiency of Volume Based, Constant Drawdown BMPs." Copies of completed worksheets with detailed calculations are included in Appendix A.
4. Pervious pavement gravel reservoir storage depth = 12 inches (40% porosity).
5. Gravel bed storage depth = 12 inches (40% porosity).
6. DMA F1 & F2 galleries are connected via an equalizer pipe.

IV.3.3 Evapotranspiration & Rainwater Harvesting BMPs

Evapotranspiration BMPs are a class of retention BMPs that discharges stored volume predominately to ET, though some infiltration may occur. ET includes both evaporation and transpiration, and ET BMPs may incorporate one or more of these processes. BMPs must be designed to achieve the maximum feasible ET, where required to demonstrate that the maximum amount of water has been retained on-site. Since ET is not the sole process in these BMPs, specific design and sizing criteria have not been developed for ET-based BMPs.

EVAPOTRANSPIRATION		
ID	**Name**	**Included?**
--	HSCs, *see Section IV.3.1*	☒
--	Surface-based infiltration BMPs	☐
--	Biotreatment BMPs, see *Section VI.3.4*	☐
	Other:	☐

Harvest and use (aka. Rainwater Harvesting) BMPs are LID BMPs that capture and store storm water runoff for later use. These BMPs are engineered to store a specified volume of water and have no design surface discharge until this volume is exceeded. Harvest and use BMPs include both above-ground and below-ground cisterns. Examples of uses for harvested water include irrigation, toilet and urinal flushing, vehicle washing, evaporative cooling, industrial processes and other non-potable uses.

HARVEST & REUSE / RAINWATER HARVESTING		
ID	**Name**	**Included?**
HU-1	Above-ground cisterns and basins	☐
HU-2	Underground detention	☐
--	Other:	☐

Since infiltration BMPs will be utilized on-site, evapotranspiration and harvest and reuse BMPs were not evaluated for the project.

IV.3.4 Biotreatment BMPs

Biotreatment BMPs are a broad class of LID BMPs that reduce storm water volume to the maximum extent practicable, treat storm water using a suite of treatment mechanisms characteristic of biologically active systems, and discharge water to the downstream storm drain system or directly to receiving waters. Treatment mechanisms include media filtration (though biologically-active media), vegetative filtration (straining, sedimentation, interception, and stabilization of particles resulting from shallow flow through vegetation), general sorption processes (i.e., absorption, adsorption, ion-exchange, precipitation, surface complexation), biologically-mediated transformations, and other processes to address both suspended and dissolved constituents. Examples of biotreatment BMPs include bioretention with underdrains, vegetated swales, constructed wetlands, and proprietary biotreatment systems.

BIOTREATMENT		
ID	Name	Included?
BIO-1	Bioretention with underdrains	☐
	Storm Water planter boxes with underdrains	☐
	Rain gardens with underdrains	☐
BIO-5	Constructed wetlands	☐
BIO-2	Vegetated swales	☐
BIO-3	Vegetated filter strips	☐
BIO-7	Proprietary vegetated biotreatment systems	☐
BIO-4	Wet extended detention basin	☐
BIO-6	Dry extended detention basins	☐
--	Other:	☐

Since infiltration BMPs will be utilized on-site, biotreatment BMPs were not evaluated for the project.

IV.3.5 Hydromodification Control BMPs

Not applicable. Refer to Section II.3 for further information.

IV.3.6 Regional/Sub-Regional LID BMPs

Not applicable. LID BMPs will be utilized for water quality treatment on-site in accordance with the MS4 Permit hierarchy identified at the beginning of this Section.

IV.3.7 Treatment Control BMPs

Treatment control BMPs can only be considered if the project conformance analysis indicates that it is not feasible to retain the full design capture volume with LID BMPs.

TREATMENT CONTROL BMPs		
ID	Name	Included?
TRT-1	Sand Filters	☐

TREATMENT CONTROL BMPs		
ID	**Name**	**Included?**
TRT-2	Cartridge Media Filter	☐
PRE-1	Hydrodynamic Separation Device	☐
PRE-2	Catch Basin Insert	☐
	Other: Roof Drain Filters (Pre-treatment)	☒

While treatment control BMPs will not be used as the primary water quality treatment on site, treatment control BMPs (roof drain media filters) will be incorporated as pre-treatment prior to low flow runoff entering the proposed infiltration galleries. Treatment of this level would be consistent with the treatment standards required in the TGD for removal of pollutants prior to discharge into the infiltration systems.

Roof drain filters are designed to capture sediment, trash, debris, suspended solids, oils & grease and other pollutants. Removal of these pollutants also reduces the amount of oxygen demanding substances within the runoff. These filters are easily adapted into roof drains of varying sizes and drain types, have customizable media blends, and are easily removed for maintenance. Further details and locations of the filters are provided in Section VI.

IV.3.8 Non-Structural Source Control BMPs

The table below indicates all BMPs to be incorporated in the project. For those designated as not applicable (N/A), a brief explanation why is provided.

NON-STRUCTURAL SOURCE CONTROL BMPs				
ID	Name	Included?	Not Applicable?	If Not Applicable, Provide Brief Reason
N1	Education for Property Owners, Tenants and Occupants	☐	☒	Non-residential development
N2	Activity Restrictions	☒	☐	
N3	Common Area Landscape Management	☒	☐	
N4	BMP Maintenance	☒	☐	
N5	Title 22 CCR Compliance (How development will comply)	☐	☒	Non-industrial development
N6	Local Water Quality Permit Compliance	☐	☒	The City of Newport Beach does not issue water quality permits.
N7	Spill Contingency Plan	☐	☒	Non-industrial development
N8	Underground Storage Tank Compliance	☐	☒	No USTs proposed
N9	Hazardous Materials Disclosure Compliance	☐	☒	Hazardous materials will not be stored on-site.
N10	Uniform Fire Code Implementation	☐	☒	Hazardous materials will not be stored on-site.
N11	Common Area Litter Control	☒	☐	
N12	Employee Training	☒	☐	
N13	Housekeeping of Loading Docks	☐	☒	No loading docks are proposed.
N14	Common Area Catch Basin Inspection	☒	☐	
N15	Street Sweeping Private Streets and Parking Lots	☒	☐	
N16	Retail Gasoline Outlets	☐	☒	No retail gasoline outlets are proposed.

N2, Activity Restrictions

R.D. Olson Development shall develop ongoing activity restrictions that include those that have the potential to create adverse impacts on water quality. Activities include, but are not limited to: handling and disposal of contaminants, fertilizer and pesticide application restrictions, litter control and pick-up, and vehicle or equipment repair and maintenance in non-designated areas, as well as any other activities that may potentially contribute to water pollution.

N3, Common Area Landscape Management

Management programs will be designed and implemented by the Owner/Operator to maintain all the common areas within the project site. These programs will cover how to reduce the potential pollutant sources of fertilizer and pesticide uses, utilization of water-efficient landscaping practices and proper disposal of landscape wastes by the owner/developer and/or contractors. Programs shall be implemented on an ongoing basis, and maintained on a monthly basis at a minimum.

N4, BMP Maintenance

The Owner/Operator will be responsible for the implementation and maintenance of each applicable non-structural BMP, as well as scheduling inspections and maintenance of all applicable structural BMP facilities through its staff, landscape contractor, and/or any other necessary maintenance contractors. Details on BMP maintenance are provided in Section V of this WQMP, and the O&M Plan is included in Appendix D.

N11, Common Area Litter Control

The Owner/Operator will be responsible for performing trash pickup and sweeping of littered common areas on a weekly basis or whenever necessary. Responsibilities will also include noting improper disposal materials by the public and reporting such violations for investigation.

N12, Employee Training

All employees of the Owner/Operator and any contractors will require training to ensure that employees are aware of maintenance activities that may result in pollutants reaching the storm drain. Training will include, but not be limited to, spill cleanup procedures, proper waste disposal, housekeeping practices, etc. Training shall be performed upon hire and annually thereafter.

N14, Common Area Catch Basin Inspection

All privately-maintained on-site catch basin inlets and drainage facilities shall be inspected and maintained by the Owner/Operator at least once a year, prior to the rainy season, no later than October 1st of each year. The City of Newport Beach shall be responsible for inspection and maintenance of all public catch basins and drainage facilities associated with the project.

N15, Street Sweeping Private Streets and Parking Lots

The Owner/Operator shall be responsible for sweeping all on-site drive aisles and uncovered parking areas within the project on a quarterly basis. The applicant shall not spray down or wash down the parking lot or surrounding sidewalks unless the water used is directed through the sanitary sewer system or a filtered drain. No car washing shall be permitted in the parking lot.

IV.3.9 Structural Source Control BMPs

The table below indicates all BMPs to be incorporated in the project. For those designated as not applicable (N/A), a brief explanation why is provided.

STRUCTURAL SOURCE CONTROL BMPs				
ID	Name	Included?	Not Applicable?	If Not Applicable, Provide Brief Reason
S1 SD-13	Provide storm drain system stenciling and signage	☒	☐	
S2 SD-34	Design and construct outdoor material storage areas to reduce pollution introduction	☐	☒	No outdoor storage areas are proposed.
S3 SD-32	Design and construct trash and waste storage areas to reduce pollution introduction	☒	☐	
S4 SD-12	Use efficient irrigation systems & landscape design, water conservation, smart controllers, and source control	☒	☐	
S5	Protect slopes and channels and provide energy dissipation	☐	☒	There are no slopes or channels on the project site.
S6 SD-31	Properly Design: Dock areas	☐	☒	No loading docks are proposed.
S7 SD-31	Properly Design: Maintenance bays	☐	☒	No maintenance bays are proposed.
S8 SD-33	Properly Design: Vehicle wash areas	☐	☒	No vehicle wash areas are proposed.
S9 SD-36	Properly Design: Outdoor processing areas	☐	☒	No outdoor material storage areas are proposed.
S10	Properly Design: Equipment wash areas	☐	☒	No equipment wash areas are proposed.
S11 SD-30	Properly Design: Fueling areas	☐	☒	No fueling areas are proposed.
S12 SD-10	Properly Design: Hillside landscaping	☐	☒	Project is not located on a hillside.
S13	Properly Design: Wash water control for food preparation areas	☒	☐	
S14	Properly Design: Community car wash racks	☐	☒	No community car wash racks are proposed.

S1/SD-13, Provide storm drain system stenciling and signage

The phrase "NO DUMPING! DRAINS TO OCEAN", or an equally effective phrase approved by the City, will be stenciled on all major storm drain inlets within the project site to alert the public to the destination of pollutants discharged into storm water. Stencils shall be in place prior to release of certificate of occupancy. Stencils shall be inspected for legibility on an annual basis and re-stenciled as necessary.

S3/SD-32, Design and construct trash and waste storage areas to reduce pollution introduction

All trash and waste shall be stored in containers that have lids or tarps to minimize direct precipitation into the containers. One trash enclosure will be located in the southeast corner of the site. The trash storage areas will be designed to City standards, and will be walled, roofed, have gates and proper drainage per City standards.

S4/SD-12, Use efficient irrigation systems & landscape design, water conservation, smart controllers, and source control

The Owner/Operator will be responsible for the installation and maintenance of all common landscape areas utilizing similar planting materials with similar water requirements to reduce excess irrigation runoff. The Owner/Operator will be responsible for implementing all efficient irrigation systems for common area landscaping including, but not limited to, provisions for water sensors and programmable irrigation cycles. This includes smart timers, rain sensors, and moisture shut-off valves. The irrigation systems shall be in conformance with water efficiency guidelines. Systems shall be tested twice per year, and water used during testing/flushing shall not be discharged to the storm drain system.

S13, Properly Design: Wash water control for food preparation areas

All wash water from food prep areas will be controlled and proper staff training conducted by the site operator. Food preparation facilities shall meet all health and safety, building and safety and any other applicable regulations, codes requirements, including installation of a grease interceptor where required. Sinks shall be contained with sanitary sewer connections for disposal of wash waters containing kitchen and food wastes.

IV.4 ALTERNATIVE COMPLIANCE PLAN

IV.4.1 Water Quality Credits

Local jurisdictions may develop a water quality credit program that applies to certain types of development projects after they first evaluate the feasibility of meeting LID requirements on-site. If it is not feasible to meet the requirements for on-site LID, project proponents for specific project types can apply credits that would reduce project obligations for selecting and sizing other treatment BMPs or participating in other alternative programs.

WATER QUALITY CREDITS	
Credit	**Applicable?**
Redevelopment projects that reduce the overall impervious footprint of the project site.	☐

WATER QUALITY CREDITS	
Credit	**Applicable?**
Brownfield redevelopment, meaning redevelopment, expansion, or reuse of real property which may be complicated by the presence or potential presence of hazardous substances, pollutants or contaminants, and which have the potential to contribute to adverse ground or surface water quality if not redeveloped.	☐
Higher density development projects which include two distinct categories (credits can only be taken for one category): those with more than seven units per acre of development (lower credit allowance); vertical density developments, for example, those with a Floor to Area Ratio (FAR) of 2 or those having more than 18 units per acre (greater credit allowance)	☐
Mixed use development, such as a combination of residential, commercial, industrial, office, institutional, or other land uses which incorporate design principles that can demonstrate environmental benefits that would not be realized through single use projects (e.g. reduced vehicle trip traffic with the potential to reduce sources of water or air pollution).	☐
Transit-oriented developments, such as a mixed use residential or commercial area designed to maximize access to public transportation; similar to above criterion, but where the development center is within one half mile of a mass transit center (e.g. bus, rail, light rail or commuter train station). Such projects would not be able to take credit for both categories, but may have greater credit assigned	☐
Redevelopment projects in an established historic district, historic preservation area, or similar significant city area including core City Center areas (to be defined through mapping).	☐
Developments with dedication of undeveloped portions to parks, preservation areas and other pervious uses.	☐
Developments in a city center area.	☐
Developments in historic districts or historic preservation areas.	☐
Live-work developments, a variety of developments designed to support residential and vocational needs together – similar to criteria to mixed use development; would not be able to take credit for both categories.	☐
In-fill projects, the conversion of empty lots and other underused spaces into more beneficially used spaces, such as residential or commercial areas.	☐

Not applicable. Water quality credits will not be applied for the project. LID BMPs will be utilized for water quality treatment on-site in accordance with the MS4 Permit hierarchy identified at the beginning of this Section.

IV.4.2 Alternative Compliance Plan Information

Not applicable. LID BMPs will be utilized for water quality treatment on-site in accordance with the MS4 Permit hierarchy identified at the beginning of this Section.

SECTION V INSPECTION/MAINTENANCE RESPONSIBILITY FOR BMPs

It has been determined that R.D. Olson Development shall assume all BMP inspection and maintenance responsibilities for the Lido House Hotel project.

Contact Name:	Anthony Wrzosek
Title:	Vice President, Planning & Development
Company:	R.D. Olson Development
Address:	2955 Main Street, Third Floor, Irvine, California 92614
Phone:	949.574.8500
Email:	anthony.wrzosek@rdodevelopment.com

Should the maintenance responsibility be transferred at any time during the operational life of Lido House Hotel, such as when an HOA or POA is formed for a project, a formal notice of transfer shall be submitted to the City of Newport Beach at the time responsibility of the property subject to this WQMP is transferred. The transfer of responsibility shall be incorporated into this WQMP as an amendment.

R.D. Olson Development shall verify BMP implementation and ongoing maintenance through inspection, self-certification, survey, or other equally effective measure. The certification shall verify that, at a minimum, the inspection and maintenance of all structural BMPs including inspection and performance of any required maintenance in the late summer / early fall, prior to the start of the rainy season. A form that may be used to record implementation, maintenance, and inspection of BMPs is included in Appendix D.

The City of Newport Beach may conduct verifications to assure that implementation and appropriate maintenance of structural and non-structural BMPs prescribed within this WQMP is taking place at the project site. The Owner/Operator shall retain operations, inspections and maintenance records of these BMPs and they will be made available to the City or County upon request. All records must be maintained for at least five (5) years after the recorded inspection date for the lifetime of the project.

Long-term funding for BMP maintenance will be provided by R.D. Olson Development.

The Operations and Maintenance (O&M) Plan can be found in Appendix D.

Any waste generated from maintenance activities will be disposed of properly. Wash water and other waste from maintenance activities is not to be discharged or disposed of into the storm drain system. Clippings from landscape maintenance (i.e. prunings) will be collected and disposed of properly off-site, and will not be washed into the streets, local area drains/conveyances, or catch basin inlets.

The table below highlights the BMP inspection and maintenance responsibilities. All BMPs shall be operated, monitored, and maintained for the life of the project and at a minimum, all structural BMPs

shall be inspected, cleaned-out, and where necessary, repaired at the following minimum frequencies: (1) prior to October 15th each year; (2) during each month between October 15th and April 15th of each year and, (3) at least twice during the dry season.

BMP INSPECTION & MAINTENANCE RESPONSIBILITY MATRIX				
	BMP	Inspection/Maintenance Activities	Minimum Frequency	Responsible Party
INFILTRATION BMPs				
INF-6	Pervious Pavement	Keep pavement clean and free from debris and sediment. Minor maintenance should be conducted monthly consists of vacuum cleaning surface using a commercially available sweeper. If routine cleaning does not restore infiltration rates, then more invasive maintenance should occur as needed but no more than every 15-20 years, which may involve the following: Reconstruction of part of or entire pervious surface, lifting area and inspection of internal material, and replacement of surface materials, geotextiles, or sub-surface layers.	Monthly	R.D. Olson Development
INF-7	Gravel Bed Infiltration Gallery	Infiltration gallery should be inspected post-construction and after first major storm event for damages. Afterwards, maintenance should occur semi-annually, at the beginning and end of rainy season, for erosion or visible damage. Inspection and maintenance of clogging and gravel bed should occur on an annual basis. Presence of excess ponded water or clogging may require replacement of gravel as needed. Removal of surface trash & debris shall be performed in conjunction with routine maintenance activities, weekly at a minimum.	2x per year	R.D. Olson Development
PRE-TREATMENT CONTROL BMPs				

BMP INSPECTION & MAINTENANCE RESPONSIBILITY MATRIX				
	BMP	Inspection/Maintenance Activities	Minimum Frequency	Responsible Party
	Roof Drain Filters	Manufacturer recommends inspecting and serviced at a minimum of three times (3x) per year. Filters should be serviced and maintained when debris and pollutant accumulations exceed no more than 80% of filter's capacity. Media shall be replaced when outer surface of media is no more than 50% coated with contaminants, typically once per year at a minimum. Transport all debris, trash, organics and sediments to approved facility for disposal in accordance with local and state requirements.	3x per year	R.D. Olson Development
NON-STRUCTURAL SOURCE CONTROL BMPs				
N2	Activity Restrictions	The owner and/or developer will prescribe activity restrictions to protect surface water quality, through lease terms or other equally effective measure, for the property. Restrictions include, but are not limited to, prohibiting vehicle maintenance or vehicle washing.	Ongoing	R.D. Olson Development

BMP INSPECTION & MAINTENANCE RESPONSIBILITY MATRIX				
	BMP	Inspection/Maintenance Activities	Minimum Frequency	Responsible Party
N3	Common Area Landscape Management	Maintenance shall be consistent with City requirements. Fertilizer and/or pesticide usage shall be consistent with County Management Guidelines for Use of Fertilizers (OC DAMP Section 5.5) as well as local requirements. Maintenance includes mowing, weeding, and debris removal on a weekly basis. Trimming, replanting, and replacement of mulch shall be performed on an as-needed basis to prevent exposure of erodible surfaces. Trimmings, clippings, and other landscape wastes shall be properly disposed of in accordance with local regulations. Materials temporarily stockpiled during maintenance activities shall be placed away from water courses and storm drain inlets.	Monthly	R.D. Olson Development
N4	BMP Maintenance	Maintenance of structural BMPs implemented at the project site shall be performed at the frequency prescribed in the O&M Plan included in this WQMP (Appendix D). Records of inspections and BMP maintenance shall be kept by the owner/developer and shall be available for review upon request.	Ongoing	R.D. Olson Development
N11	Common Area Litter Control	Litter patrol, violations investigations, reporting and other litter control activities shall be performed on a weekly basis and in conjunction with routine maintenance activities.	Weekly	R.D. Olson Development
N12	Employee Training	Educate all new employees/ managers on storm water pollution prevention, particularly good housekeeping practices, prior to the start of the rainy season (October 1). Refresher courses shall be conducted on an as needed basis.	Annually	R.D. Olson Development

BMP INSPECTION & MAINTENANCE RESPONSIBILITY MATRIX				
	BMP	**Inspection/Maintenance Activities**	**Minimum Frequency**	**Responsible Party**
N14	Common Area Catch Basin Inspection	Catch basin inlets and other drainage facilities shall be inspected after each storm event and once per year. Storm drain inlets and other drainage facilities shall be cleaned prior to the rainy season, by October 1 each year.	Annually	R.D. Olson Development (private) City of Newport Beach (public)
N15	Street Sweeping Private Streets and Parking Lots	Drive aisles and parking areas must be swept at least quarterly (every 3 months), including prior to the start of the rainy season (October 1).	Weekly	R.D. Olson Development
STRUCTURAL SOURCE CONTROL BMPs				
S1 SD-13	Provide storm drain system stenciling and signage	Storm drain stencils shall be inspected for legibility, at minimum, once prior to the storm season, no later than October 1 each year. Those determined to be illegible will be re-stenciled as soon as possible.	Annually	R.D. Olson Development (private) City of Newport Beach (public)
S3 SD-32	Design and construct trash and waste storage areas to reduce pollution introduction	Sweep trash area at least once per week and before October 1st each year. Maintain area clean of trash and debris at all times.	Weekly	R.D. Olson Development
S4 SD-12	Use efficient irrigation systems & landscape design, water conservation, smart controllers, and source control	In conjunction with routine maintenance activities, verify that landscape design continues to function properly by adjusting properly to eliminate overspray to hardscape areas, and to verify that irrigation timing and cycle lengths are adjusted in accordance with water demands, given time of year, weather, and day or night time temperatures. System testing shall occur twice per year. Water from testing/flushing shall be collected and properly disposed to the sewer system and shall not discharge to the storm drain system.	2x per year	R.D. Olson Development (private) City of Newport Beach (public)

BMP INSPECTION & MAINTENANCE RESPONSIBILITY MATRIX				
	BMP	Inspection/Maintenance Activities	Minimum Frequency	Responsible Party
S13	Properly Design: Wash water control for food preparation areas	Inspection / maintenance shall occur at least once in the late summer / early fall, prior to the start of the rainy season. Maintenance includes using dry cleanup methods for cleaning (i.e., sweeping), keeping spill kits on-site and stocked, properly storing and hauling used oil and grease, and disposing wash water to sanitary sewer. Wash water shall not discharge to storm drain system. Mats shall be cleaned indoors or with dry cleaning methods only.	Annually	R.D. Olson Development

SECTION VI SITE PLAN AND DRAINAGE PLAN

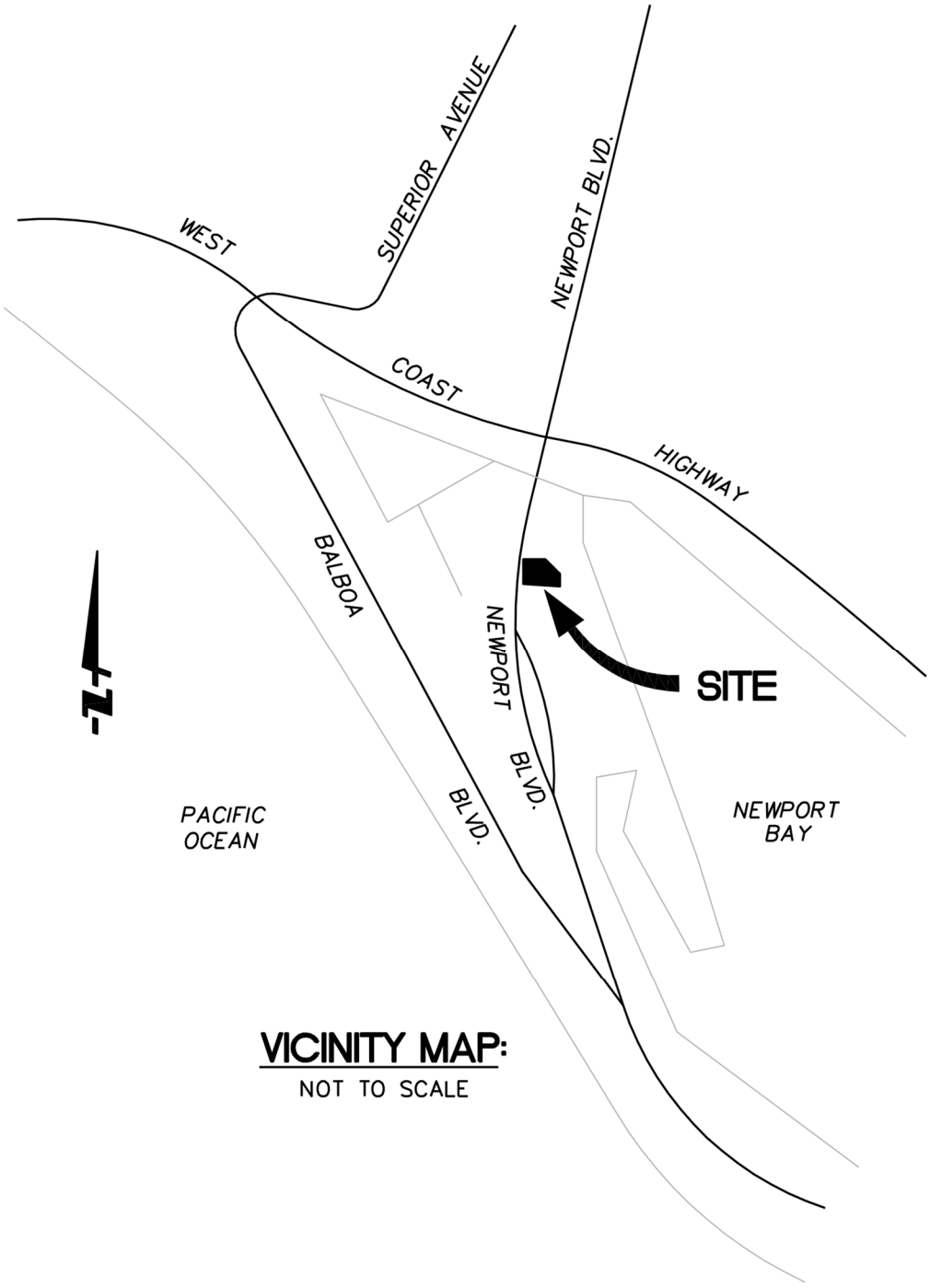
The exhibits provided in this section are to illustrate the post construction BMPs prescribed within this WQMP. Drainage flow information of the proposed project, such as general surface flow lines, concrete or other surface drainage conveyances, and storm drain facilities are also depicted. All structural source control and treatment control BMPs are shown as well.

EXHIBITS

- Vicinity Map
- WQMP Exhibit
- Typical Cross Sections

BMP DETAILS & FACT SHEETS

- Pervious Pavement (INF-6)
- Underground Infiltration (INF-7)
- Pre-treatment Roof Drain Filters



VICINITY MAP:
NOT TO SCALE

SECTION VII EDUCATIONAL MATERIALS

The educational materials included in this WQMP are provided to inform people involved in future uses, activities, or ownership of the site about the potential pitfalls associated with careless storm water management. "The Ocean Begins at Your Front Door" provides users with information about storm water that is/will be generated on site, what happens when water enters a storm drain, and its ultimate fate, discharging into the ocean. Also included are activities guidelines to educate anyone who is or will be associated with activities that have a potential to impact storm water runoff quality, and provide a menu of BMPs to effectively reduce the generation of storm water runoff pollutants from a variety of activities. The educational materials that may be used for the proposed project are included in Appendix C of this WQMP and are listed below.

EDUCATION MATERIALS			
Residential Materials (http://www.ocwatersheds.com)	**Check If Attached**	**Business Materials (http://www.ocwatersheds.com)**	**Check If Attached**
The Ocean Begins at Your Front Door	☒	Tips for the Automotive Industry	☐
Tips for Car Wash Fund-raisers	☐	Tips for Using Concrete and Mortar	☐
Tips for the Home Mechanic	☐	Tips for the Food Service Industry	☒
Homeowners Guide for Sustainable Water Use	☐	Proper Maintenance Practices for Your Business	☒
Household Tips	☐	**Other Materials (http://www.ocwatersheds.com) (http://www.cabmphandbooks.com)**	**Check If Attached**
Proper Disposal of Household Hazardous Waste	☐		
Recycle at Your Local Used Oil Collection Center (North County)	☐	DF-1 Drainage System Operation & Maintenance	☒
Recycle at Your Local Used Oil Collection Center (Central County)	☒	IC-3 Building Maintenance	☒
Recycle at Your Local Used Oil Collection Center (South County)	☐	IC-7 Landscape Maintenance	☒
Tips for Maintaining Septic Tank Systems	☐	IC-16 Pool & Fountain Cleaning	☒
Responsible Pest Control	☒	IC-22 Eating & Drinking Establishments	☒
Sewer Spill	☒	SC-11 Spill Prevention, Control, Cleanup	☐
Tips for the Home Improvement Projects	☐	SC-34 Waste Handling & Disposal	☐
Tips for Horse Care	☐	SC-41 Building & Grounds Maintenance	☒
Tips for Landscaping and Gardening	☒	SC-43 Parking/Storage Area Maintenance	☒
Tips for Pet Care	☐	SD-10 Site Design & Landscape Planning	☒
Tips for Pool Maintenance	☒	SD-11 Roof Runoff Controls	☐
Tips for Residential Pool, Landscape and Hardscape Drains	☐	SD-12 Efficient Irrigation	☒
Tips for Projects Using Paint	☐	SD-13 Storm Drain Signage	☒
Tips for Protecting Your Watershed	☐	SD-31 Maintenance Bays & Docs	☐
Other: Children's Brochure	☐	SD-32 Trash Storage Areas	☒

APPENDICES

Attachment 3
Vehicle Miles Traveled Assessment

TECHNICAL MEMORANDUM

To:	Mr. Eddie Torres Michael Baker International	Date:	November 22, 2021
From:	Keil D. Maberry, P.E., Principal Linscott, Law and Greenspan, Engineers	LLG Ref:	2.21.4470.1
Subject:	***Vehicle Miles Traveled (VMT) Assessment for the Proposed Lido House Hotel Expansion Project, Newport Beach***		

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Vehicle Miles Traveled (VMT) Assessment Technical Memorandum for the proposed Lido House Hotel Expansion Project (herein after referred to as Project) in the City of Newport Beach, California. This Technical Memorandum presents the VMT screening criteria and applies the criteria, accordingly, for the proposed Lido House Hotel Environmental Impact Report (EIR) Addendum No. 2. It should be noted that the approach and methodology outlined in this Technical Memorandum is based on the *City of Newport Beach Implementation Procedures for the California Environmental Quality Act (March 2020)* and is generally consistent with the *Technical Advisory for Evaluating Transportation Impacts In CEQA,* published by the Governor's Office of Planning and Research (OPR), December 2018 (OPR Technical Advisory), which provides additional detail on the language and approach described in this Technical Memorandum.

On December 28, 2018, the California Natural Resources Agency adopted revised CEQA Guidelines. Among the changes to the guidelines was the removal of vehicle delay and LOS from consideration for transportation impacts under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled. Lead agencies are allowed to continue using their current impact criteria, or to opt into the revised transportation guidelines. However, the new guidelines must be used starting July 1, 2020, as required in CEQA section 15064.3. The City of Newport Beach has adopted thresholds as contained in the *City of Newport Beach Traffic Impact Analysis Guidelines (August 2020)*.

In late 2019, State courts stated that under section 21099, subdivision (b)(2), existing law is that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment" under CEQA, except for roadway capacity projects.

As a result of SB 743, the new metric in the CEQA guidelines for transportation impacts is VMT per capita. The legislative intent of SB 743 is to balance the needs of congestion management with statewide goals for infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

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PROJECT DESCRIPTION

The Project site is currently developed with the Lido House Hotel, which consists of a four-story, 103,470 square-foot (SF) hotel including 130 hotel rooms, meeting rooms, accessory retail spaces, a restaurant, lobby bar, rooftop bar, guest pool, and other recreational areas. A pedestrian plaza, landscaped areas, and other amenities complement the hotel along Newport Boulevard and 32nd Street. ***Figure 1*****,** attached, presents a Vicinity Map that illustrates the general location of the Project site and surrounding street system while ***Figure 2*** presents an existing site aerial.

The proposed Project consists of requesting entitlements to increase the maximum allowed gross floor area of the hotel from 103,470 SF to 118,573 SF. The additional 15,103 SF would allow development of five (5) new hotel cottages and slightly expand the existing hotel building. The project would also incorporate the adjacent parcel, currently occupied by Lido Fire Station No. 2, by demolishing the fire facility to accommodate additional on-site parking. ***Figure 3*** presents the proposed site plan for the Project, prepared by WATG. As shown, the Project will construct five (5) new cottages adjacent to the existing cottages on the southeast corner of the existing hotel and reconfigure the parking lot, accordingly.

PROJECT SCREENING CRITERIA

Under the VMT methodology, screening is used to determine if a project will be required to conduct a detailed VMT analysis. Based on the City's Implementation Procedures, there are six (6) types of screening that the lead agencies can apply to effectively screen projects from project-level assessment. As such, the following guidance summarizes the potential project screening, developed for the City of Newport Beach:

Transit Priority Area (TPA) Screening

As noted previously, the CEQA Guidelines were amended to include section 15064.3, "Determining the Significance of Transportation Impacts." Subsection (b)(1) states in part:

> *"Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact."*

Pursuant to the statute, development projects may be screened out of VMT analysis based on proximity to certain transit facilities due to the presumption of less than significant impacts. The *Technical Advisory* reiterates this screening criteria, but also highlights certain project-specific or location-specific characteristics which may indicate the project will still generate "significant levels of VMT", even when located within one-half mile of a major transit stop or a stop along a high-quality transit

corridor. These characteristics relate to the project's floor area ratio (FAR), parking supply, and number of dwelling units, as well as consistency with the applicable Sustainable Communities Strategy (SCS). If the project has any characteristics which indicate that the presumption of less than significant impacts as stated in the CEQA Guidelines may not be appropriate, the *OPR Technical Advisory* recommends that the project should not be screened out of further VMT analysis.

The City of Newport Beach criteria is consistent with the *OPR Technical Advisory* and also relies on the OCTA screening tool to determine whether the Project parcel(s) is located within a TPA, as shown in *Figure 1,* (attached) of the *City of Newport SB 743 VMT Implementation Guide (April 6, 2020),* which was utilized to determine whether this Project can be screened out based on the TPA criteria.

*Based on the above, the proposed Project **will** screen-out under this criteria because the Project is located within the TPA defined by **Figure 1** of the City of Newport SB 743 VMT Implementation Guide (April 6, 2020) and the proposed Project has an FAR greater than 0.75.*

Low VMT Area Screening

An additional screening methodology is provided for residential and office land use projects. Lead agencies may prepare maps based on a regional travel demand model or travel survey data to illustrate areas that are currently below the selected VMT threshold. OPR reasons that if a project has similar characteristics to the existing area (i.e., density, mix of uses, transit service, etc.), it will tend to exhibit similar VMT. Therefore, if a project is fully located within an area identified as having a below-threshold VMT, it may be presumed to also have less than significant VMT impacts and be screened out from requiring a detailed VMT analysis.

The City of Newport Beach utilizes the OCTA screening tool, which indicates the appropriate VMT values for the Project TAZ as compared to the jurisdictional average and was utilized to determine whether this Project can be screened out based on the low VMT-generating area criteria (lower than 85% of the countywide average VMT).

*Based on the above, the proposed Project will not screen-out under this criteria since it is not located within a low VMT-generating area (TAZ 1405) based on VMT/capita or VMT/employee as shown in **Figure 2** and **Figure 3**, respectively, of the City of Newport SB 743 VMT Implementation Guide (April 6, 2020).*

Local Serving Retail

OPR provides additional recommendations on when the presumption of less than significant impacts may be appropriate, in addition to the formally recommended screening criteria described above. For instance, in the discussion regarding retail

projects, the *OPR Technical Advisory* advises lead agencies that because local serving retail projects tend to improve retail destination proximity, shorten trips, and reduce VMT, they may be presumed to have less than significant impacts. Agencies may choose to define what constitutes local serving retail in their jurisdiction, although OPR suggests a threshold size of 50,000 square feet or less. The City of Newport Beach guidelines indicate that locally serving retail spaces of less than 50,000 SF are considered to have a less than significant impact on transportation/traffic.

Based on the above, the proposed Project will not screen-out under this criteria since the Project is not considered retail.

Affordable Housing Units

The City of Newport Beach guidelines indicate that Land Use Projects with a high level of affordable housing units, as determined by Community development Department, are considered to have a less than significant impact on transportation/traffic.

Based on the above, the proposed Project will not screen-out under this criteria since the Project is not considered affordable housing.

Project Trip Generation

The City of Newport Beach guidelines indicate that Land Use Projects that generate a net increase of 300 or less daily trips, utilizing the most current Institute of Transportation Engineers (ITE) Trip Generation Manual are considered to have a less than significant impact on transportation/traffic. Based on *ITE Trip Generation 11th Edition (2021): ITE Land Use Code 310 – Hotel,* the proposed Project is forecast to generate 40 daily trips.

*Based on the above, the proposed Project **will** screen-out under this criteria since the Project is forecast to generate less than 300 daily trips.*

Institutional/Government Land Use

The City of Newport Beach guidelines indicate that Institutional/Government and public service uses such as police stations, fire stations, community centers, refuse centers would not require CEQA VMT analysis.

Based on the above, the proposed Project will not screen-out under this criteria since the Project is not considered an Institutional/Government or public service use.

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CONCLUSION

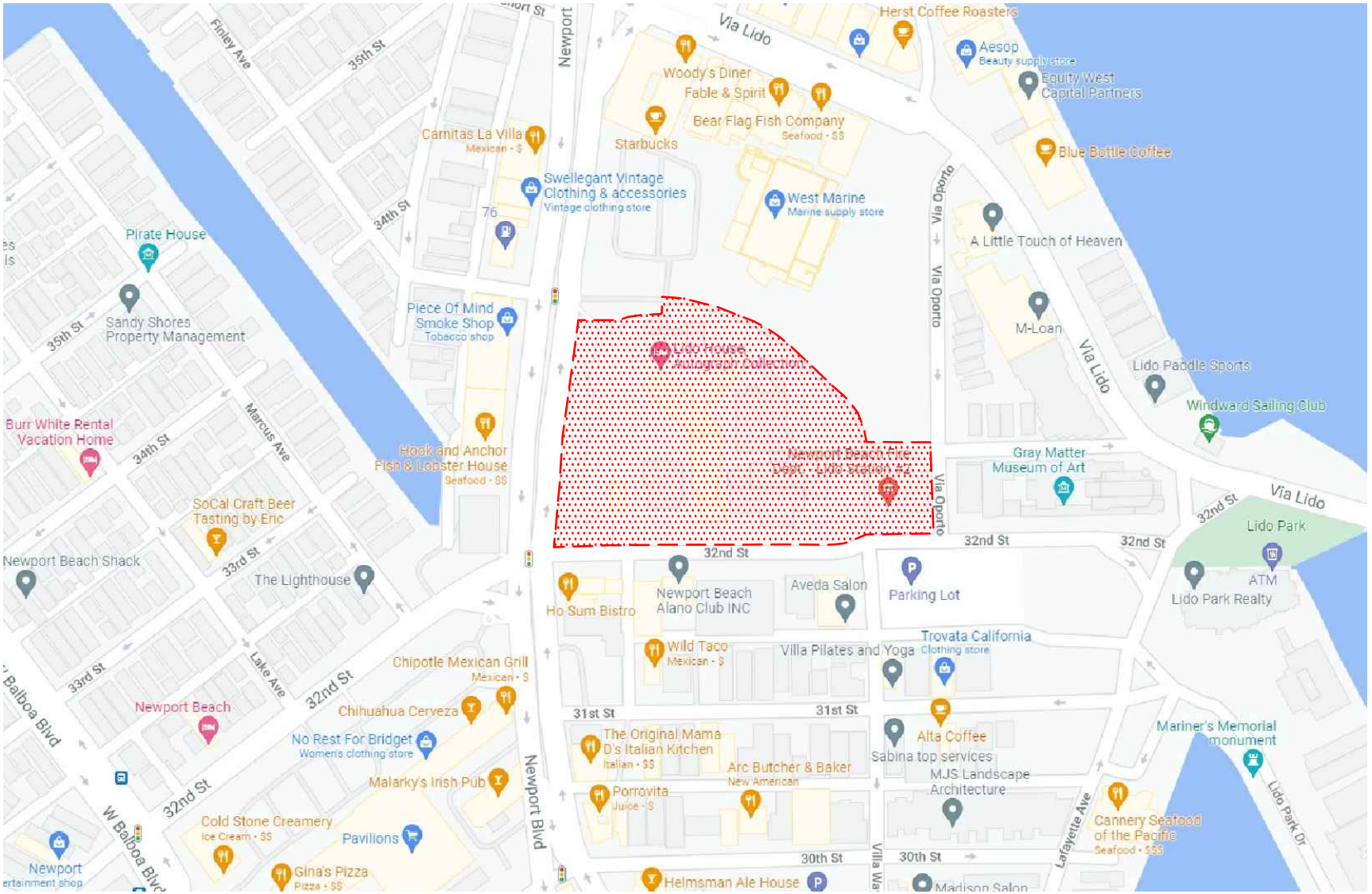
Consistent with the *City of Newport Beach Implementation Procedures for the California Environmental Quality Act (March 2020)* and *City of Newport SB 743 VMT Implementation Guide (April 6, 2020)*, the proposed Lido House Hotel Expansion Project will result in a less-than-significant transportation/traffic impact based on the City of Newport Beach VMT *Transit Priority Area (TPA) [See Figure 1]* and *Trip Generation* screening criteria (*Projects generating less than 300 daily vehicle trips)*.

* * * * * * * * * * *

We appreciate the opportunity to provide this Technical Memorandum. Should you have any questions regarding the memorandum, please contact us at (949) 825-6175.

Attachments

Cc: File



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

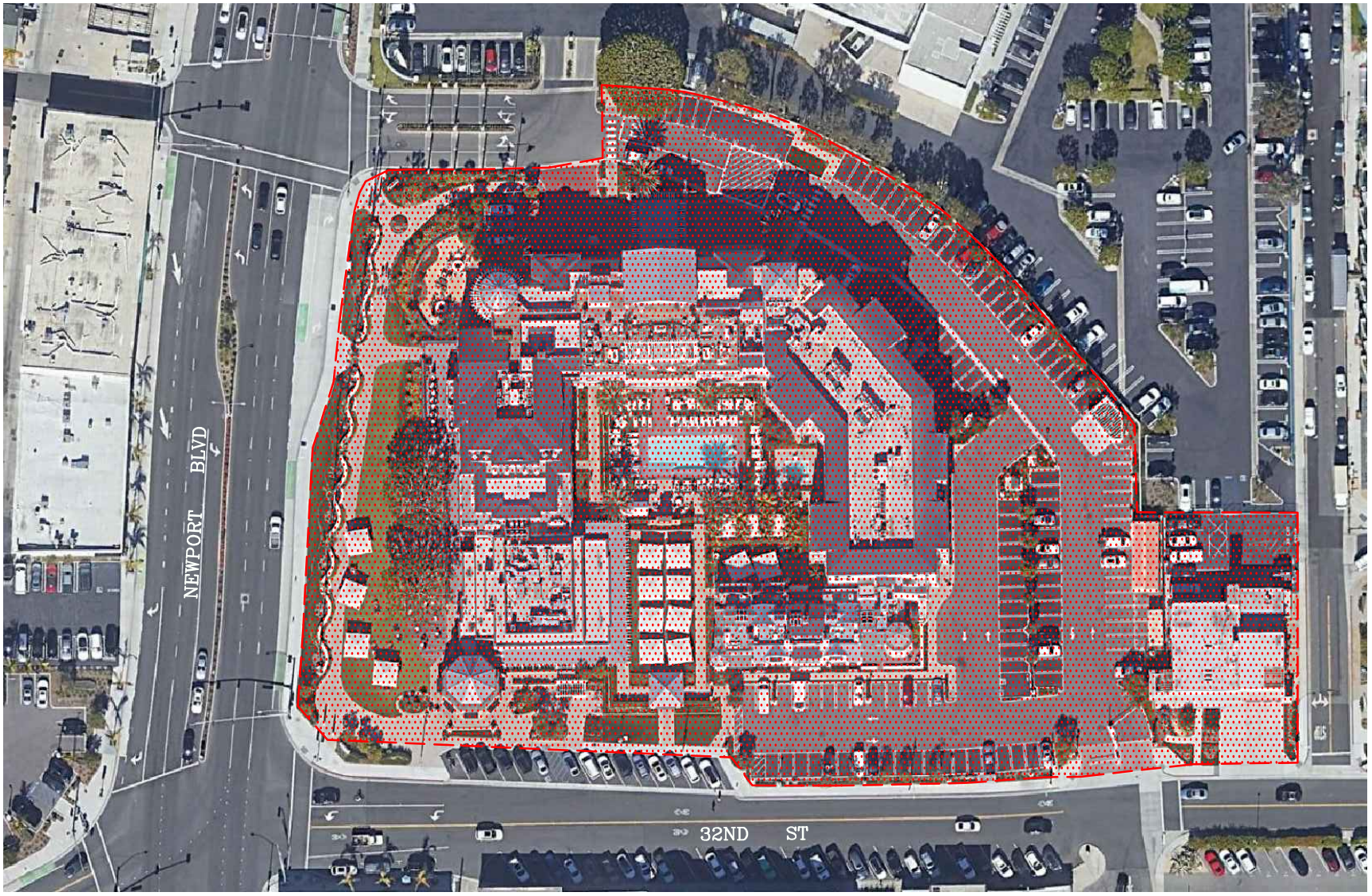
KEY

= PROJECT SITE

FIGURE 1

VICINITY MAP

LIDO HOUSE HOTEL EXPANSION, NEWPORT BEACH



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engineers

N
NO SCALE

SOURCE: GOOGLE

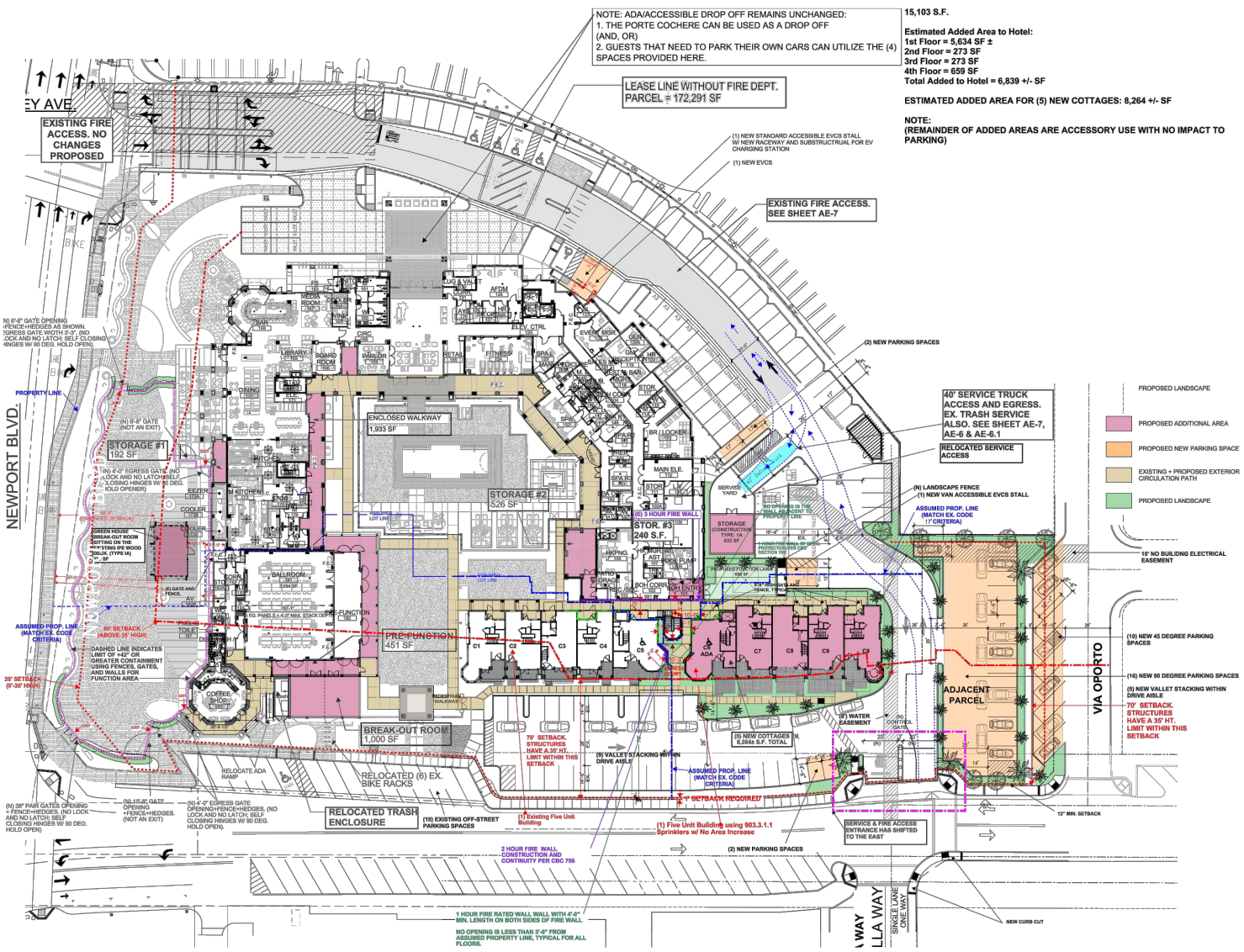
KEY

= PROJECT SITE

FIGURE 2

EXISTING SITE AERIAL

LIDO HOUSE HOTEL EXPANSION, NEWPORT BEACH



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SOURCE: WATG

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

FIGURE 3

PROPOSED SITE PLAN

LIDO HOUSE HOTEL EXPANSION, NEWPORT BEACH

LSA

LEGEND

- Transportation Center
- High Quality Transit Areas
- OCTA Major Bus Routes

0 2000 4000
FEET

SOURCE: OCTA (11/2019); SCAG (6/2019)

I:\CNB1702.02\GIS\MXD\City_NewportBeach.mxd (3/31/2020)

FIGURE 1

SB 743 Vehicle Miles Traveled Implementation Guide

Newport Beach Transit Priority Areas