

CHAPTER 9.0 CUMULATIVE IMPACTS OF THE PROPOSED PROJECT

9.1 Definition of Cumulative Impacts

Section 15355 of the CEQA Guidelines defines cumulative impacts as:

"...two or more individual effects which when considered together, are considerable or which compound or increase other environmental impacts."

Section 15355 further describes potential cumulative impacts as:

- "(a) The individual effects may be changes resulting from a single project or a number of separate projects.
- (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

Cumulative impacts refer to two or more individual impacts which, when considered together, are considerable or which compound or increase other impacts. The individual effects may be changes resulting from a single project or from a number of projects. A cumulative impact refers to the degree of change in the environment resulting from a particular project, plus the incremental impacts created by other closely related past, present and reasonably foreseeable future projects. Cumulative impacts may reveal that relatively minor impacts associated with a particular project may contribute to more significant impacts when considered collectively with other projects taking place over a period of time.

9.2 Cumulative Projects

Section 15130(b)(1) of the CEQA Guidelines provides two options for considering potentially significant cumulative adverse impacts. This analysis can be based on either:

- "(A) A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
- (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

For the cumulative analysis presented below, with the exception of air quality impacts, which are based upon development occurring within the South Coast Air Basin, the potential environmental effects of the proposed Aerie project were considered in conjunction with the potential environmental effects of the development of other closely related past, present, and probable future projects in the City, which are listed in Table 9-1. Although there may be other projects occurring within the City, those identified in Table 9-1 reflect the projects with similar potential impacts as the proposed project. This geographic limitation is appropriate

because the proposed project is small in size and is not likely to have significant regional environmental consequences. Furthermore, the project site is located in the center of the Newport Beach and not near the border of a neighboring jurisdiction. Therefore, Table 9-1 reflects a geographic limitation to projects located within the City of Newport Beach. Finally, the related projects list is not limited to single-family residential projects like the proposed project; it includes a variety of approved and proposed land uses, including institutional, commercial, municipal, and mixed-use projects that vary in size.

**Table 9-1
 Related Projects List**

| Name/Address | Permit No. | Status | Description | Potential Cumulative Impacts |
|--|-------------|--------------------------------|--|------------------------------|
| Approved Projects w/Environmental Clearance | | | | |
| Hoag Hospital Master Plan | PA2007-073 | EIR Approved May 2008 | General Plan Amendment, Planned Community Development Plan Amendment, Development Agreement Amendment to reallocate up to 225,000 gross square feet of unbuilt, permitted floor area from the Lower Campus to the Upper Campus | Traffic Air Quality |
| Panini Café 2421 Coast highway | PA2007-063 | MND Approved June 2008 | Use permit for a full-service, high-turnover eating and drinking establishment, including a 160 square foot outdoor dining area. | Traffic Air Quality |
| Lido Anchorage 151 Shipyard Way | PA 2007-121 | MND Approved September 2008 | Installation of 37 new square, concrete piles to provide 33 slips of various sizes. The floating docks, fingers, and gangways will result in approximately 24,043 square feet of overwater coverage. | Biological Resources |
| Oasis Senior Center 800 Marguerite Avenue | PA2008-109 | Under Construction | Construction of a new 42,230 square foot Oasis Senior Center facility on the current site located on the corner of Marguerite Avenue and Fifth Avenue. | Traffic Air Quality |
| Pending Projects that Require Review | | | | |
| Newport Beach Country Club ¹ 1600 East Coast Highway | PA2005-140 | Applied 2005 Pending | Planned Community Text Adoption for PC-47 (Newport Country Club), Development Agreement, Vesting Tentative Tract Map for the development of 5 semi-custom single-family residential units, 27 hotel units with a 2,048-square foot concierge and guest center, a new 3,523 square foot tennis club with a 6,718 square foot spa, a 41,086 square foot golf club with accessory facilities, 8 tennis courts, and a swimming pool. | Traffic Air Quality |
| Hyatt Regency 1107 Jamboree Road | PA2005-212 | Approved | Expansion of the existing Hyatt Regency Hotel by adding 88 new timeshare units, a timeshare clubhouse, a new 800-seat ballroom, a new spa facility, a new housekeeping and engineering buildings, and a new two-level parking garage. Project | Traffic Air Quality |

¹A second potential project has also been proposed for the Newport Beach Country Club. That proposal (PA2008-152), includes the demolition of the existing golf course clubhouse and ancillary structures and replacement of the clubhouse with a 54,819 square foot facility, including dining and related elements. No changes to the existing tennis club are proposed in this development application. PA2005-140 represent a "worst case" development scenario and is included in the list of related projects.

| Name/Address | Permit No. | Status | Description | Potential Cumulative Impacts |
|---|-------------|---|--|------------------------------|
| | | | implementation requires a Use Permit, Development Agreement, parcel Map, and Modification Permit. | |
| Aerie Multiple-Family | PA 2005-196 | Approved | Demolition of an existing 14-unit apartment building and one single-family residence. Construction of an 8-unit condominium with 8-boat dock. | Aesthetics |
| Conexant Conceptual Plan 4311/4321 Jamboree Road Koll Conceptual Plan 4343 Von Karman Avenue | PA2007-170 | Applied 2007 CC Hearing February 2009 | Proposed Airport Business Area Integrated Conceptual Development Plan which would include a total of up to 974 new residential units, 714 on the Conexant site and the remaining 260 on the Koll property. The City has not yet approved the Airport Business Area Integrated Conceptual Development Plan. | Air Quality |
| Big Canyon 1 Big Canyon Drive | PA2007-210 | Approved | Proposed 1.9-acre subdivision to create a large lot for one residential dwelling unit. Parcel Map, General Plan Amendment, and Big Canyon Planned Community text amendment. | None |
| Marina Park 1700 W. Balboa Boulevard | PA2008-040 | Pending | A public park and beach with recreation facilities, restrooms and a new Girl Scout House, a public short-term visiting vessel marina with a public dock and a sailing center and a new community center with classrooms, boat storage space and ancillary office space. | Biological Resources |
| Newport Banning Ranch 5200 West Coast Highway | PA2008-114 | Pending | A 402.3-acre planned community development plan consisting of a maximum of 1,375 dwelling units, 75,000 square feet of commercial retail, 75 room boutique hotel/"bed-and-breakfast" or other overnight accommodation, parks and open space. | Traffic Air Quality |
| Silk Residence Remodel 1800 Bay Front Street | PA2008-180 | Pending | Use Permit and Modification Permit to allow 50%-70% structural alterations to a non-conforming structure and multiple setback encroachments. | None |
| Projects Submitted for Plan Check | | | | |
| 2300 West Coast Highway | 1580-2008 | Approved | Common addition and remodel (29,199 square feet existing, 10,390 square feet new) Holiday Inn. | Traffic Air Quality |
| 606 Marigold Avenue | 1731-2008 | Approved | New duplex (2,946 square feet with attached 309 square foot garage). | None |
| 901 Newport Center Drive | 1733-2008 | Approved | New Retail (140,745 square feet Nordstrom shell). | Traffic Air Quality |
| 1506 South Bay Front | 1773-2008 | Pending | New single-family residence (2,941 square feet with 407 square foot attached garage). | None |
| 1708 South Bay Front | 1981-2008 | Approved | New single-family residence (2,679 square feet with 400 square foot garage and 671 square foot deck). | None |
| 824 West Bay Avenue | 2114-2008 | Approved | New single-family residence (2,864 square feet with 499 square foot garage). | None |
| SOURCE: City of Newport Beach | | | | |

9.3 Cumulative Impact Analysis

The impact analysis that follows provides a discussion of the potential cumulative impacts that might occur as a result of project implementation. Potential cumulative impacts associated with some environmental issues are evaluated based on a particular geographic area or other appropriate level. For example, unlike the other impact areas discussed in Chapter 9.0 that are based on Table 9-1, cumulative air quality impacts are assessed based on development within the South Coast Air Basin, a geographic area that spans several counties. Conversely, cumulative noise impacts are evaluated within the context of a smaller geographic area. Construction noise and some operational noise impacts are limited to the project site and adjacent and nearby areas; however, depending on the contribution of project-related traffic, mobile-source noise impacts may occur beyond the immediate limits of the subject site along heavily traveled arterials. Similarly, cumulative biological impacts are evaluated based on similar habitat and species within a particular geographic area. It is also important to note that cumulative impact analyses are guided by standards of reasonableness and practicality.

9.3.1 Land Use and Planning

The project proposes to develop the 4,412 square-foot site with one single-family residence. The area surrounding the subject property is entirely developed with single- and multiple-family residential development; Begonia Park, a passive recreational facility is located north and east of the site. As a result, no design component or feature of the project would physically divide or otherwise adversely affect or significantly change an established community. In addition, the subject property is located within the limits of the Central/Coastal NCCP adopted by the County of Orange.

The proposed project site is currently vacant but is identified for development in the adopted long-range plans for the property. As indicated in Section 4.1 of the Draft EIR, the proposed project is consistent with the applicable goals, policies and objectives articulated in the Newport Beach Land Use Element and other elements as well as the CLUP. Therefore, no significant cumulative impacts to land use will occur as a result of project implementation.

9.3.2 Population and Housing

Although implementation of the proposed project will result in an increase in population, neither the addition of one dwelling unit nor the two to three residents likely to live there would not contribute to a cumulative loss of homes and/or displacement of occupants. Together with the approved and planned development identified in Table 9-1, an increase in residential development is anticipated in the City, including 974 dwelling units on the Conexant and Koll properties in the Airport area. Other smaller residential developments are also proposed in the City, including the 8-unit Aerie project and other single-family and duplex dwelling units in the area. Therefore, a potentially significant cumulative reduction of housing within the City would not occur as a result of project implementation. The existing residential development is not included in the City's inventory of affordable housing; no low- and/or moderate-income households occupy the site and, therefore, none would be displaced as a result of project implementation. Further, addition of the single-family residence on the site will not adversely affect the jobs/housing balance because the project will be consistent with the City's long-range plans, which are the basis of the jobs/housing projections. Therefore, project implementation will not result in potentially significant cumulative impacts to population and housing.

9.3.3 Geology and Soils

The 0.1-acre site is currently undeveloped. The site and existing development in the project environs are currently exposed to potential groundshaking associated with seismic activities occurring on one of the active regional faults. Unlike any of the projects identified in Table 9-1, the subject property is located on a bluff in Corona del Mar, which requires the consideration of geologic and seismic characteristics. Although the proposed project will consist of residential development, the potential exposure to the effects of seismic activity, slope failure, bluff erosion, and/or soil conditions will not increase and project implementation will not result in potential cumulative impacts because the new single-family residence will be required to meet applicable structural design requirements prescribed in the geotechnical report and related City codes and ordinances that address structural integrity. Furthermore, none of the projects identified in Table 9-1 would contribute cumulatively to bluff instability and/or erosion because they are not located on the same bluff as the subject property. In addition, these other developments must also comply with the specific building design parameters prescribed in the California Building Code to ensure that potential loss of life and structural damage is minimized. The project site and the surrounding area are not known to be located within an unstable geologic area and, therefore, are not expected to be exposed to adverse soils conditions, including lateral spreading, subsidence, liquefaction or collapse hazards. Finally, the site does not support “prime” and/or “important” agricultural soils. Therefore, no potentially significant cumulative seismic, slope failure, bluff erosion, and/or soil condition impacts would occur as a result of project implementation.

9.3.4 Hydrology and Water Quality

As described in the initial study, although project implementation would result in a small increase in impervious area, the post-development peak flow would be reduced when compared to the existing surface runoff conditions. Specifically, the runoff emanating from the site will be treated prior to its discharge into Newport Harbor. Potential cumulative impacts would be those resulting from other development within the watershed sub-area; however, no other projects are proposed within the area affected by the proposed project. In addition, the applicant will be required to implement Best Management Practices and related measures in accordance with the City’s requirements to ensure that both storm water runoff and quality meet the requisite criteria. All of the other projects identified in this section are located outside the immediate project area. Each of the approved or proposed projects, should they be implemented, will be required to implement similar stormwater collection and conveyance facilities and water quality structural and non-structural measures (i.e., BMPs) to reduce and avoid water quality impacts. Implementation of these measures, which would be prescribed in the WQMP prepared for the other projects in the City and watershed, must comply with the requirements established by the City and County of Orange in the Drainage Area Master Plan, which have been developed to address the cumulative impacts of development in the watershed. These measures are intended to ensure that water quality objectives are achieved and/or maintained. Therefore, project implementation will result in an overall improvement to hydrology and water quality by upgrading the stormwater collection facilities that serve the drainage area. As a result, the proposed project will not result in potentially significant cumulative impacts to either hydrology or water quality.

9.3.5 Air Quality

As indicated above, cumulative air quality impacts are those associated with development occurring within the South Coast Air Basin, a five-county region in southern California. As a result, it is anticipated that a significant number of development projects throughout the City and the five-county region would contribute to the cumulative degradation of the air basin. Although the proposed project will result in the generation of both short-term (i.e., those occurring during the 20-month construction phase) and long-term operational emissions (i.e., those resulting from the operation of automobiles and stationary sources), which will be emitted into the air basin, the vast majority of those emissions would be short-term and temporary in nature. Although the project’s contribution of construction emissions (primarily fugitive dust) is short-term and because the project must comply with all applicable rules prescribed by the SCAQMD, these impacts will not

be significant on a cumulative basis when considered with the other projects in the City and in the air basin. Once construction is completed, an insignificant fraction of the total mobile-source emissions within the basin would be attributed to the proposed project. The long-term (i.e., operational) emissions associated with the proposed project are the result of the incremental increase in vehicular traffic generated by the project and on demands for natural gas and electricity. Because these incremental operational emissions would not exceed significance thresholds recommended by the SCAQMD and identified in the initial study prepared for the project, the incremental addition of the project's mobile-source emissions, when combined with other emissions resulting from the development of the other projects within the City and larger air basin, will be less than significant on a cumulative basis.

9.3.6 Traffic and Circulation

Cumulative traffic impacts are those occurring within the immediate vicinity of the project site and beyond the Corona del Mar area along Coast Highway and other arterials in the City based on the distribution of construction traffic associated with the proposed project. As indicated in Table 9-1, the proposed project and several of the projects within the City would contribute traffic, both during construction and as a result of their development, which could affect the existing circulation system, including Coast Highway, Jamboree Road and Newport Boulevard. As indicated in the initial study, project implementation will result in the generation of construction traffic (i.e., short-term) as well as an increase in the number of daily and peak hour vehicle trips when compared to the existing baseline (i.e., undeveloped site). The short-term vehicle trips are those associated with heavy trucks (i.e., dirt hauling, equipment and materials deliveries, etc.) and construction workers commuting to the site. However, these will be short-term in nature and would be minimized through the implementation of a Construction Management Plan that must be prepared for the project which, among other things, prescribes a haul route and other elements intended to ensure safety and minimize circulation conflicts. Although other projects in the City could also contribute construction traffic that could affect roadway and intersection operations, the contribution of these short-term trips would not represent a potentially significant cumulative impact because potential impacts would be avoided through specific provisions prescribed in the Construction Management Plan, including the identification of a haul route plan, adherence to a traffic control plan, use of flag persons during the construction, etc. Implementation of these measures will ensure that potential cumulative construction impacts would be minimized. Although post-development project-related vehicle trips would increase because the site is currently undeveloped and does not generate vehicular trips, they would not result in any potentially significant cumulative impacts in the Corona del Mar community or outlying areas because when added to the local circulation system, they would constitute a very small fraction of the total trips generated by the cumulative projects identified in Table 9-1. When added to the City's arterial roadway system, the small increase in both construction-related and operational vehicle trips would, therefore, not result in potentially significant cumulative traffic and circulation impacts.

9.3.7 Biological Resources

Project implementation will not result in potential impacts to biological resources, as indicated in Section 4.2. Although a small area of coastal bluff scrub habitat exists on the subject property (i.e., 261 square feet), the habitat has been characterized as "low quality/low value" habitat and does not support any sensitive species. Furthermore, no sensitive plant or animal species occur on the site that would be adversely affected by the proposed project. Due to the low value of the coastal bluff scrub habitat, its degraded condition associated with human activities and disturbance, and lack of species diversity, it does not meet the criteria established in the Coastal Act and the City's General Plan for ESHAs. Therefore, the elimination of this habitat, when considered with other projects listed in Table 9-1, is not significant.

9.3.8 Mineral Resources

As indicated above, the site and surrounding areas have been developed. No mineral resources exist on the subject property that would be adversely impacted by development of the site as proposed. Further, project implementation would not directly impact any existing mineral resource areas either in the City of Newport Beach, region, or State of California. Similarly, the other approved and/or proposed projects in the City of Newport Beach listed in Table 9-1 would not adversely affect mineral resources. With the exception of the Newport Banning Ranch, which has been a producing oil field for several years, many of the sites on which development is proposed are either already developed (e.g., Conexant/Koll, Newport Beach Country Club, Aerie, etc.) or are located in areas of the City that do not encompass mineral resources. Because project implementation would not result in any impacts to mineral resources, it would not contribute to the cumulative loss of such resources in either the City, region, or State of California. Although the proposed project would require the use of mineral resources (e.g., sand and gravel, wood, etc.), many are renewable and/or sustainable. Therefore, when compared to other projects in the area, no potentially significant cumulative impacts to mineral resources will occur.

9.3.9 Hazards and Hazardous Materials

As indicated in the analysis prepared for the project, the site has no history of contamination. As a result, site development would not result in any release of toxic or hazardous materials. Similar to other existing residential development, the proposed project would only use household variety hazardous materials such as fertilizers, herbicides, cleaning solvents, paints, and/or pesticides. These materials would be used, stored and disposed of in accordance with local, state and federal regulations. Therefore, no potentially significant cumulative impacts would occur when compared to other projects that have been approved or proposed in the City of Newport Beach or surrounding areas.

9.3.10 Noise

Cumulative noise impacts are those that would occur within the immediate project environs, particularly during the construction phase. The greatest increase in ambient noise would occur during the 20-month construction phase; however, no other development is proposed in the immediate vicinity of the project (refer to Table 9-1) that would contribute to the cumulative increase in noise in the area. As indicated in the initial study, the construction activities resulting from project implementation will result in increased noise levels in the neighborhood. Once construction ceases and the project is completed and occupied, the cumulative noise environment could also extend beyond the immediate area to outlying areas, depending on the nature and extent of project-related traffic. However, the traffic resulting from a single dwelling unit would contribute only a very small increase in the ambient noise levels in the nearby residential area within Corona del Mar and along arterial roadways in the City. As a result, project-related long-term noise associated with vehicle trips generated by future residents would be minimal and would not contribute significantly to the cumulative increase in long-term noise levels because the project would add only about 10 vehicles per day onto the existing circulation network. While project-related traffic, when added to existing traffic utilizing the neighborhood streets could contribute to an increase in ambient noise levels along the streets, the increase would not result in significant cumulative long-term noise impacts because none of the local streets within the project area are characterized by noise levels that currently exceed, or are forecast to exceed, 65 dBA CNEL as indicated in the City's Noise Element, which evaluated future noise levels based on buildout of the General Plan. It is anticipated that the resulting gradual incremental increase in project-related traffic onto the neighborhood circulation system would generally not be audible. Therefore, no significant long-term cumulative noise impacts would occur as a result of project implementation.

9.3.11 Public Services

The project site is located in an area of the City of Newport Beach that is adequately served by public services and facilities, including police and fire protection. The construction of one single-family residence on the subject property will not significantly affect the existing public service levels of service. Specifically, the potential (less than significant) impacts associated with the proposed project would not alter the ability of either the Newport Beach Police Department or Fire Department to provide an adequate level of service to the site, even when considering the potential development listed in Table 9-1, because the site is currently provided police and fire service. The potential development of the projects listed in Table 9-1 would also be evaluated by the Newport Beach Police and Fire Departments to ensure that adequate levels of service can be provided. These projects are within the long-range projections identified in the City's General Plan and, therefore, would not adversely affect the City's ability to provide an adequate level of protection. Because the proposed project and the Aerie property, which are located in Corona del Mar and are residential in nature, project implementation would result in the potential to generate some school-age children, which would necessitate the payment of the requisite developer fees that offset potential impacts to schools. In addition, the potential increase in residents generated by these projects could also result in an increased demand for recreational facilities; however, the relatively small number of residents generated by these projects would not create a significant demand for recreational facilities. Therefore, no significant cumulative impacts would occur as a result of project implementation.

9.3.12 Utilities and Service Systems

The site and surrounding area are adequately served by utilities (i.e., sewer and water facilities, solid waste disposal, electricity and natural gas). The incremental increase in the demand for utilities as a result of constructing one single-family residence on the site is minimal. The proposed project will be required to comply with all applicable regulations requiring energy efficiency. Therefore, no potentially significant cumulative utilities impacts will occur as a result of project implementation.

9.3.13 Aesthetics

As discussed in Section 4.3 (Aesthetics), the project site is located in an area of Corona del Mar that is characterized by important visual resources and/or amenities. In addition, Begonia Park has been identified as a "Public View Point" because of views from that location of Newport Harbor and the Pacific Ocean. Potential aesthetic impacts of the proposed project were evaluated based on views from both public vantage points on or near the site.

Of the cumulative projects identified in Table 9-1, only one project, the proposed Aerie multiple-family residential project would also potentially affect the aesthetic character of the proposed project area. The visual simulations prepared for the proposed project revealed that no significant project-related impacts would be anticipated from the Public View Point within the Begonia Park Public View Point vantage points as a result of site development as proposed. The potential visual impacts of the proposed project were also evaluated from those vantage points with the proposed Aerie multiple-family residential project to determine the extent of project-related cumulative visual impacts. As indicated in Section 4.3, construction of the Megonigal residence would not contribute to the cumulative visual impact from this public view location because views of the harbor and ocean would be preserved, even with the addition of the Aerie project. Therefore, no potentially significant cumulative visual impacts would occur as a result of project implementation.

9.3.14 Cultural/Scientific Resources

The site is currently undeveloped and no significant cultural, historic or scientific resources are known to be located on the subject property. Although it is possible that other proposed and approved development could result in impacts to cultural, historical or scientific resources, appropriate mitigation (in the form of standard

City conditions) will be required to ensure that such impacts are less than significant. While grading and excavation are required to prepare portions of the site for construction, no cultural or historical resources would be affected and no impacts would occur to such resources. Although paleontological resources (i.e., fossils) may be encountered during construction of the proposed project based on the geologic formation underlying the site, monitoring will ensure that any such potential resources that may exist on the property would be identified during the grading phase by the paleontological monitor. Adequate measures would be implemented to ensure that potentially significant impacts would be avoided. This would also be true for other projects where encountering such resources is possible or likely, as prescribed in environmental analysis undertaken for such projects listed in Table 9-1. Therefore, project implementation will not result in potentially significant impacts, either individually or on a cumulative basis.

9.3.15 Recreation

As indicated previously, the proposed project includes the development of a single-family residence on a vacant property. Although the generation of additional residents associated with the projects listed in Table 9-1 could result in a demand for recreational amenities, project implementation would not contribute significantly to the cumulative demands created by those projects due to the small-scale nature of the project. No additional significant demands for recreational facilities would be generated by the project that would be added to the cumulative impacts that may occur as a result of other projects proposed and approved in the City. Other cumulative projects identified in Table 9-1 (e.g., Banning Ranch, Conexant/Koll, etc.) that would result in significant numbers of new residential dwelling units would be required by the City to provide public park dedications and/or payment of park dedication fees to offset any potential demands for recreational facilities in the City of Newport Beach. Therefore, no potentially significant project-related or cumulative impacts to recreational facilities would occur.

