

## 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 multiple-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 |
|---|-------------|--|--|------------------------------|
| <b>Approved Projects w/Environmental Clearance</b>    |             |  |  |                              |
| Hoag Hospital Master Plan                             | PA2007-073  | EIR<br>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<br>Air Quality       |
| Panini Café<br>2421 Coast highway                     | PA2007-063  | MND<br>Approved June 2008                  | Use permit for a full-service, high-turnover eating and drinking establishment, including a 160 square foot outdoor dining area.   | Traffic<br>Air Quality       |
| Lido Anchorage<br>151 Shipyard Way                    | PA 2007-121 | MND<br>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<br>Resources      |
| Oasis<br>800 Marguerite Avenue                        | PA2008-109  | MND<br>Approved December 2008              | 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<br>Air Quality       |
| <b>Pending Projects that Require Review</b>           |             |  |  |                              |
| Newport Beach Country Club<br>1600 East Coast Highway | PA2005-140  | Applied 2005<br>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<br>Air Quality       |
| Hyatt Regency<br>1107 Jamboree Road                   | PA2005-212  | Applied 2005<br>Pending EIR                | 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 implementation requires a Use Permit, Development Agreement, parcel Map, and Modification Permit.  | Traffic<br>Air Quality       |
| Megonigal Residence<br>2333 Pacific Drive             | PA 2007-133 | Applied 2007<br>Pending EIR<br>Preparation | Three-story single-family residence with attached garage.  | Aesthetics                   |

| Name/Address  | Permit No. | Status                                       | Description  | Potential Cumulative Impacts |
|---|------------|--|--|------------------------------|
| Conexant Conceptual Plan<br>4311/4321 Jamboree Road<br>Koll Conceptual Plan<br>4343 Von Karman Avenue | PA2007-170 | Applied 2007<br>CC Hearing February<br>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<br>1 Big Canyon Drive  | PA2007-210 | Applied 2007<br>CC Hearing February<br>2009  | 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<br>1700 W. Balboa Boulevard   | PA2008-040 | Applied 2008                                 | 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<br>5200 West Coast Highway  | PA2008-114 | Applied 2008                                 | 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<br>Air Quality       |
| Silk Residence Remodel<br>1800 Bay Front Street   | PA2008-180 | Zoning Administrator<br>Hearing January 2009 | Use Permit and Modification Permit to allow 50%-70% structural alterations to a non-conforming structure and multiple setback encroachments.   | None                         |
| <b>Harbor Resources Division</b>  |            |  |  |                              |
| Bay Island  |            |  | Replacement of Bay Island bridge, replacement of bulkhead walls on the northern, western and southern sides, and installation of a small submerged sand retention wall on the west side for beach stabilization.   | Biological Resources         |
| Rhine Wharf Guest Dock  |            |  | Construction of new 8' x 100' floating guest dock at the terminus of Rhine Wharf adjacent to Lido Park Drive, including a 4' x 80' ramp and emplacement of several guide piles.  | Biological Resources         |
| Etco Properties   |            |  | Replacement of existing bulkhead along approximately 485 feet of waterfront, reconfiguration of the existing 21-boat slip marine, and remediation of contaminants located in sediment near and within the boat slipways.   | Biological Resources         |
| 15 <sup>th</sup> Street Public Pier   |            |  | Addition of extensions to floats at the 15 <sup>th</sup> Street public pier to accommodate the demand for dinghy tie-ups in the area.  | Biological Resources         |
| 19 <sup>th</sup> Street Public Pier   |            |  | Addition of extensions to floats at the 19 <sup>th</sup> Street public pier to accommodate the demand for dinghy tie-ups in the area.  | Biological Resources         |

| Name/Address                             | Permit No. | Status | Description   | Potential Cumulative Impacts |
|--|------------|--------|---|------------------------------|
| Fernando Street Public Pier              |            |        | Addition of extensions to floats at the Fernando Street public pier to accommodate the demand for dinghy tie-ups in the area. | Biological Resources         |
| <b>Projects Submitted for Plan Check</b> |            |        |   |                              |
| 2300 West Coast Highway                  | 1580-2008  |        | Common addition and remodel (29,199 square feet existing, 10,390 square feet new) Holiday Inn.                                | Traffic Air Quality          |
| 606 Marigold Avenue                      | 1731-2008  |        | New duplex (2,946 square feet with attached 309 square foot garage).  | None                         |
| 901 Newport Center Drive                 | 1733-2008  |        | New Retail (140,745 square feet Nordstrom shell).   | Traffic Air Quality          |
| 1506 South Bay Front                     | 1773-2008  |        | New single-family residence (2,941 square feet with 407 square foot attached garage).   | None                         |
| 1708 South Bay Front                     | 1981-2008  |        | 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  |        | 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. For instance, in the case of the proposed project, the discussion of potential cumulative marine biology impacts (e.g., eelgrass) is limited to Newport Harbor.

It is also important to note that cumulative impact analyses are guided by standards of reasonableness and practicality. As a result, the following analysis is less extensive than that provided in Chapter 4.0 of this Draft EIR.

#### 9.3.1 Land Use and Planning

The project proposes to replace an existing 14-unit apartment building and single-family residence with an 8-unit condominium structure. The area surrounding the subject property is entirely developed with single- and multiple-family residential development. 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 biological surveys conducted on the subject property revealed that although some native species exist on the bluff property, neither CSS habitat nor the coastal California gnatcatcher exists on the

site. Therefore, no impacts wither to CSS habitat or to the coastal California gnatcatcher would occur as a result of project implementation.

The proposed project is currently developed and is also 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 a net reduction in the number of existing residential dwelling units currently occupying the site and would displace the tenants residing in three dwelling units, the net reduction in dwelling units would not contribute significantly to the cumulative loss of homes and/or displacement of occupants in the City of Newport Beach. The 14-unit apartment building occupying one of the parcels exceeds the permitted development density based on currently regulatory requirements, which would permit only 9 dwelling units on the combined project site. Together with the approved and planned development identified in Table 9-1, a substantial increase in residential development is anticipated in the City, including 974 dwelling units alone on the Conexant and Koll properties in the Airport area. Other smaller residential developments are also proposed in the City, including the Megonigal residence 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, once the General Plan Amendment and Zone Change are adopted by the City of Newport Beach, the decrease in the number of dwelling units 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 site is currently developed with 15 single- and multiple-family residential dwelling units on the 1.4-acre property. The site and existing development 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 unique 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 residential development will be required to meet applicable structural design requirements. 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 applicable regulations 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, no 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.

With a small amount (i.e., approximately six percent) of the along-channel blockage areas resulting from the proposed new dock facility, the potential impact to the sediment movement process in the entrance channel is insignificant. In addition, because the project is located in the down-drift direction of neighboring Channel

Reef, its potential impact on sedimentation at the up-drift location such as Channel Reef is inconsequential. Under extreme conditions, up to 2.5-foot waves could be experienced at the project site, impacting 30 to 35 boats residing in Newport Harbor, including those proposed for the proposed Aerie project. However, the City maintains between 80 and 100 mooring cans in the harbor, which are available to the public at any given time on a “first come, first served” basis. Because the severe conditions that would result in the need to utilize the mooring cans are infrequent and, further, because up to the City of Newport has indicated that up to 100 mooring cans are available for temporary mooring within the harbor during these infrequent periods, no potentially significant cumulative impacts would occur.

#### **9.3.4 Hydrology and Water Quality**

As described in Section 4.6, 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 1.95 cfs emanating from the site will be detained in a vault, treated, and discharged into the existing storm drain at a rate of 0.50 cfs, which is slightly less than the 0.51 cfs currently being discharged. 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. Nonetheless, project implementation will result in upgrading the existing deficient catch basin in Carnation Avenue near Ocean Boulevard to ensure that adequate capacity is provided to accommodate not only the proposed project but also existing stormwater runoff. In addition, the applicant will be required to implement Best Management Practices and related measures in accordance with the NPDES 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 proposed project (and 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. Therefore, 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 32-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 Construction Management Plan will be implemented, 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, a nominal 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 Section 4.3.2, 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 Section 4.2 (Traffic and Circulation), 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., occupancy of three units). The short-term vehicle trips are those associated with heavy trucks (i.e., dirt hauling, equipment and materials deliveries, etc.) and construction works commuting to the site. However, these will be short-term in nature and would be minimized through the implementation of the Construction Management Program which, among other things, prescribes a haul route and is designed to inhibit on-site queuing. 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, limitations on haul truck arrival/departure, use of flag persons during the construction phases, etc. Implementation of these measures will ensure that potential cumulative construction impacts would be minimized. Although post-development project-related vehicle trips would be greater than those generated by the existing residential development on the site, 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

For the purposes of determining potential cumulative impacts to biological resources, the harbor area was identified as the geographic "area of potential effect" due to the potential for adversely affecting coastal biological resources, including eelgrass. Project implementation could result in potential impacts to biological resources, as indicated in Section 4.7. These impacts include the potential to create both direct impacts, particularly during construction, and indirect impacts that may include the creation of shadows that could adversely affect the existing eelgrass bed in the vicinity of the project. However, the proposed project and other projects proposed within the harbor area listed in Table 9-1 that have the potential to affect eelgrass are required by the City to mitigate any potential loss at a ratio of 1.2:1. As indicated in Section 4.7.5, if it is determined as a result of the pre- and post-construction surveys that eelgrass is impacted, the applicant will be required to replace it at the specified mitigation ratio. The same or similar measures would be prescribed for projects located within Newport Bay that have the potential to adversely affect eelgrass as a result of dredging or other construction and development activities. Similar to the proposed project, other projects in the harbor that have the potential to impact eelgrass would be subject to the same mitigation measures prescribed for the proposed project to adequately offset the potentially significant impacts, including pre- and post-construction surveys, potential replacement of eelgrass, avoidance of the rocky intertidal habitat, use of silt curtains during construction, and limiting construction to optimal tide conditions. As a result, no potentially significant cumulative impacts to marine biology would occur.

Other potential impacts to biological resources include effects on the intertidal area as a result of increased activity in the small cove and potential effects on sensitive plant species that may exist on the site. For example, important resources (e.g., sand dollars) have been identified in the intertidal area below the bluff that could be affected by construction activities associated with the construction of the dock. However, in

each case, mitigation measures have been proposed (e.g., signage, avoidance of the intertidal area during construction, etc.) that will either eliminate the potentially significant impacts to biological resources or reduce the impacts to a less than significant level. In the same way, potential impacts to terrestrial species of plants and/or animals are also addressed through mitigation measures prescribed in Section 4.7.5, including the use of native plant species, which will effectively reduce the impacts to a less than significant level as prescribed by the Coastal Land Use Plan policies. As a result, no potentially significant cumulative impacts to terrestrial biology would occur.

### **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 developed 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, etc.) or are located in areas of the City that do not possess 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 Section 4.8, the site has been altered and currently supports urban development (i.e., 15 residential dwelling units), which does not involve the use of hazardous materials in the daily operations beyond household variety fertilizers, herbicides, cleaning solvents, paints, and/or pesticides. As previously evaluated, demolition of the existing residential structures in order to construct the proposed 8-unit condominium on the site could yield some asbestos containing materials or lead-based paint. However, demolition will not only comply with AQMD and regulatory agency requirements for abating these components, but appropriate measures have also been identified to ensure that no significant emissions of potentially hazardous materials occurs. Similarly, those projects listed in Table 9-1 characterized by ACM and LBP would also be required to comply with AQMD and regulatory agency requirements so that no significant emissions occur. If determined necessary as a result of the environmental analysis conducted for them, each of the projects would be required to remediate an existing or potential source of contamination. Finally, like the existing residential development, the proposed project would only use household variety hazardous materials such as fertilizers, herbicides, cleaning solvents, paints, and/or pesticides. 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 construction phases; 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 Section 4.4, the construction activities resulting from project implementation will result in significant impacts 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. The proposed project-related traffic would contribute to small increases in the ambient noise levels in the nearby residential area within Corona del Mar and



along arterial roadways in the City. However, 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 47 vehicles per day onto the circulation network. While project-related traffic, when added to existing and 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 current 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 be less than 1 dBA and would, therefore, 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 replacement of the existing 15 residential dwelling units with an 8-unit condominium 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 from providing 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 Megonigal property 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, in the case of the proposed project, on-site recreational amenities are incorporated into the design of the project to offset the direct demands on such facilities. In addition, the project applicant will be required to pay in-lieu park fees to further offset any direct or cumulative impacts to recreational facilities. These fees are used by the City to provide recreational facilities and amenities that serve the residents of Newport Beach. As a result, no potentially significant cumulative impacts will occur to public facilities and services.

### **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). At the present time, the existing catch basin located in Carnation Avenue near Ocean Boulevard does not have adequate capacity to accommodate existing storm runoff within the drainage area; however, project implementation includes the replacement/upsizing of that facility, which would provide adequate capacity not only to accommodate storm runoff associated with the proposed project but also runoff associated with the existing development within the drainage area. Furthermore, the proposed project has been designed to reduce the post-development surface flows emanating from the site to a level that is less than under existing conditions.

The incremental increase in the demand for utilities as a result of replacing the older (i.e., 1949-era) multiple-family apartment building to a "state-of-the-art" energy efficient development is intended to minimize demands for energy resources. For instance, the project includes extensive use of "green" technology intended to reduce demands for energy resources; including gray water retention for property irrigation, natural ventilation systems that capitalize on prevailing ocean breezes and thermal convection dynamics, and

the use of high-thermal mass for capturing and retaining heat through solar heat gain apertures. Therefore, no potentially significant cumulative utilities impacts will occur as a result of project implementation.

### 9.3.13 Aesthetics

As discussed in Section 4.5 (Aesthetics), the project site is located in an area of Corona del Mar that is characterized by important visual resources and/or amenities (e.g., coastal bluff and cove, rock outcroppings, etc.). In addition, a “Public View Point” is located at the southern property limits on Ocean Boulevard, which is designated a “Coastal View Road.” The site is also within the viewshed of a Public View Point identified in the vicinity of Begonia Park. Potential aesthetic impacts of the proposed project were evaluated based on views from both public vantages on or near the site and views to the subject property, including the proposed dock facility, from the harbor.

Of the cumulative projects identified in Table 9-1, only one project, the proposed Megonigal residence, 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, either from the Public View Point on Ocean Boulevard or from the Begonia Park Public View Point vantages as a result of site development as proposed. The potential visual impacts of the proposed project were also evaluated from four Newport Harbor vantages that include the proposed Megonigal residence to determine the extent of project-related cumulative visual impacts. As indicated in Exhibit 4.5-12, construction of the Megonigal residence at the Pacific Avenue location would virtually eliminate the entire harbor and more distant ocean view, including the project site, from this vantage. As a result, the proposed Aerie project would not contribute to the cumulative visual impact from this public view location.

Three other visual simulations were also prepared to illustrate the potential cumulative impacts of the proposed project and the Megonigal residence on Pacific Avenue. Exhibit 5-1 (Begonia Park Upper Bench), Exhibit 5-2 (Begonia Park Lower Bench), and Exhibit 5-3 (Begonia Park) illustrate views of the proposed project, including the proposed development of the Megonigal residence at 2333 Pacific Avenue. As illustrated in each of these simulations, the introduction of the Megonigal residence would affect views from each of the vantages in the three exhibits. In particular, the Megonigal residence would block a portion of the harbor area north of the subject property. Although portions of the harbor are visible, views to this area are “filtered” by intervening landscaping and development. While the views to the harbor from these vantages would be changed with the development of the Megonigal residence and the proposed project, encroachment of the proposed project into the viewshed would not be significant on a cumulative basis when viewed from those locations because the effect on the view in the vicinity of the proposed project, even with the introduction of the proposed Megonigal residence, would not change significantly. Therefore, no potentially significant cumulative visual impacts would occur as a result of project implementation.

None of the related projects identified in Table 9-1, including the proposed Megonigal residence, would affect views from the harbor to the existing coastal bluff. Potential visual impacts are not significant from the harbor area because views from those vantages would be only momentarily affected; none of the visual amenities in the intertidal area would be destroyed as a result of project implementation. Furthermore, based on the visual analysis conducted for the proposed project, no potentially significant visual impacts would occur either to the character of the bluff or the intertidal area, which is characterized by rock outcroppings and a small cove are located where the dock is proposed, would adversely affect the harbor views to the site. While the coastal bluff would be altered, the proposed project has been designed to conform to the existing topographic features and character to minimize visual impacts. Therefore, no potentially significant cumulative visual impacts would occur.



Exhibit 9-1  
Begonia Park - Upper Bench



Exhibit 9-2  
Begonia Park - Lower Bench



Exhibit 9-3  
Visual Simulation V07 - Begonia Park (Corner Begonia Avenue/ First Avenue)

### **9.3.14 Cultural/Scientific Resources**

The site is currently developed 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 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 replacement of the existing single- and multiple-family dwelling units with an 8-unit condominium. 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. Furthermore, the proposed project includes private recreational amenities on-site to accommodate project residents. Nonetheless, the project will be required to comply with the City's park in-lieu fee requirements as stipulated in the Section 19.52 of the Municipal Code (Park Dedications and Fees) to ensure that no project-related impacts to recreational facilities occurs. As a result, 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 also 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.