

## 4. Environmental Setting

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### 4.1 INTRODUCTION

The purpose of this section is to provide, pursuant to provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a “description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, from both a local and a regional perspective.” The environmental setting provides a set of baseline physical conditions that will serve as a tool from which the City, as lead agency, will determine the significance of environmental impacts of resulting from the Newport Beach General Plan Land Use Amendment (proposed project). Because this is a Supplemental EIR, the baseline used for the analyses in this SEIR is the 2006 City of Newport Beach General Plan Update and certified EIR. Please refer to Section 1.2.1, *Type and Purpose of this Draft EIR*, for a discussion of the baseline used for this SEIR.

### 4.2 REGIONAL ENVIRONMENTAL SETTING

#### 4.2.1 Regional Location

The City of Newport Beach is on the western boundary of Orange County in Southern California. The City is bordered by Huntington Beach to the northwest, Costa Mesa to the north, Irvine to the northeast, and unincorporated areas (Crystal Cove State Park) of Orange County to the southeast (see Figure 3-1, *Regional Vicinity Map*).

Figure 3-2, *Citywide Aerial*, provides a visual of the regional access to the City provided by various freeways. Interstate 405 runs north to south across the Southern California region and intersects State Route 73 (San Joaquin Hills Transportation Corridor) and State Route 55. State Route 55 also runs north to south and terminates in the City of Costa Mesa. State Route 73 runs along the northwestern boundary of the City limits and connects with Interstate 5 further south in Laguna Beach. Highway 1 (East/West Coast Highway) runs along Newport Beach and the entire California coast.

#### 4.2.2 Regional Planning Considerations

##### Air Quality

The City of Newport Beach is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD). The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. Air pollutants for which ambient air quality standards (AAQS) have been developed are known as criteria air pollutants and include ozone (O<sub>3</sub>), carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide, coarse inhalable

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particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), and lead. VOC and NO<sub>x</sub> are criteria pollutant precursors and go on to form secondary criteria pollutants, such as O<sub>3</sub>, through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants depending on whether they meet the AAQS for that pollutant. The SoCAB is designated nonattainment for O<sub>3</sub>, PM<sub>2.5</sub>, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for nitrogen dioxide (NO<sub>2</sub>) and PM<sub>10</sub> under the California AAQS. The proposed project's consistency with the applicable AAQS is discussed in Section 5.2, *Air Quality*.

### Greenhouse Gases

Current State of California guidance and goals for reductions in greenhouse gas (GHG) emissions are generally embodied in Executive Order S-03-05; Assembly Bill 32 (AB 32), the Global Warming Solutions Act (2008); and Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act.

Executive Order S-3-05, signed June 1, 2005, set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-3-05. Based on the GHG emissions inventory conducted for its 2008 Scoping Plan, the California Air Resources Board (CARB) approved a 2020 emissions limit of 427 million metric tons of carbon dioxide-equivalent (MMT<sub>CO<sub>2</sub>e</sub>) for the state (CARB 2008). Since release of the 2008 Scoping Plan, CARB has updated the statewide GHG emissions inventory to reflect GHG emissions in light of the economic downturn and measures not previously considered in the 2008 Scoping Plan baseline inventory. The updated forecast predicts emissions to be 507 MMT<sub>CO<sub>2</sub>e</sub> by 2020. The new inventory identifies that an estimated 80 MMT<sub>CO<sub>2</sub>e</sub> of reductions are necessary to achieve the statewide emissions reduction of AB 32 by 2020 (CARB 2012).

In 2008, SB 375 was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 17 regions in California managed by a metropolitan planning organization (MPO). Southern California Association of Governments' (SCAG) targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035 (CARB 2010). The proposed targets would result in 3 MMT<sub>CO<sub>2</sub>e</sub> of reductions by 2020 and 15 MMT<sub>CO<sub>2</sub>e</sub> of reductions by 2035. Based on these reductions, the passenger vehicle target in CARB's 2008 Scoping Plan (for AB 32) would be met (CARB 2010). The proposed project's consistency with CARB's Scoping Plan is discussed in Section 5.4, *Greenhouse Gas Emissions*.

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### Southern California Association of Governments

SCAG is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized MPO for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with SCAQMD, the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives, as discussed below.

#### *Regional Transportation Plan/Sustainable Communities Strategy*

On April 4, 2012, SCAG adopted the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future (RTP/SCS). SCAG has placed a greater emphasis than ever on sustainability and integrated planning in the 2012–2035 RTP/SCS, and its RTP/SCS vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability. The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National AAQS as set by the federal Clean Air Act. The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play and how they will move around (SCAG 2012). The proposed project's consistency with the applicable 2012 RTP/SCS goals is analyzed in detail in Section 5.7, *Land Use and Planning*.

#### *High Quality Transit Areas*

With the adoption of the 2012 RTP/SCS, the areas previously known as 2% Strategy Opportunity Areas were updated by SCAG and replaced with what are now called high quality transit areas (HQTA), which are integrated into the SCS portion (Chapter 4) of the 2012 RTP/SCS. An HQTA is generally a walkable transit village or corridor that is within a half mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The overall land use pattern of the 2012 RTP/SCS focuses jobs and housing in the region's designated HQTAs (SCAG 2012). As shown in Figure 4-1, *High Quality Transit Areas*, areas along the Bristol Street/Jamboree Road corridor connecting from the northeast City boundary into the Fashion Island/Newport Center area are identified as HQTAs in the 2012–2035 RTP/SCS. Furthermore, Balboa Island, parts of the Balboa Peninsula, and a small section of the western end of the City at Placentia Avenue are also identified as HQTAs. The proposed project's consistency with the HQTA is provided in Section 5.7, *Land Use and Planning*.

### Airport Environs Land Use Plan for John Wayne Airport

In 1975, the Airport Land Use Commission (ALUC) of Orange County adopted an Airport Environs Land Use Plan (AELUP, amended April 17, 2008) that included John Wayne Airport (JWA); Fullerton Municipal Airport; and the Joint Forces Training Base, Los Alamitos. The AELUP is a land use compatibility plan that is

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intended to protect the public from adverse effects of aircraft noise, to ensure the people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable space. Each airport's AELUP identifies standards for development in the airport's planning area based on noise contours, accident potential zones, and building heights. ALUC is authorized under state law to assist local agencies in ensuring compatible land uses in the vicinity of airports. Primary areas of concern for ALUC are noise, safety hazards, and airport operational integrity. ALUC is not an implementing agency in the manner of local governments, nor do they issue permits for a project such as those required by local governments. However, pursuant to California Public Utilities Code Section 21676, local governments are required to submit all general plan amendments and zone changes that occur in the ALUC planning areas for consistency review by ALUC. If such an amendment or change is deemed inconsistent with the ALUC plan, a local government may override the ALUC decision by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes stated in Section 21670(a)(2) of the Public Utilities Code: "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards in areas around public airports to the extent that these areas are not already devoted to incompatible uses." A large portion of Newport Beach falls within the airport influence area of John Wayne Airport. Therefore, the proposed project's consistency with JWA's AELUP is discussed in Sections 5.5, *Hazards and Hazardous Materials*, 5.7, *Land Use and Planning*, and 5.8, *Noise*.

### 4.3 LOCAL ENVIRONMENTAL SETTING

#### 4.3.1 Location and Land Use

##### Location

The proposed project involves changing land use designations and development capacities in multiple subareas of Newport Beach. See Figure 3-3 for a citywide overview of the subareas and Figures 3-4 through 3-10 for a closer view of various sections of the City that identify the exact parcels proposed for change. Subareas proposed for reduced development capacity include: Westcliff Plaza, Newport Coast Center, Newport Coast Hotel, Bayside Center, Harbor View Center, The Bluffs, Gateway Park, and Newport Ridge. Subareas proposed for increased development capacity include: Newport Center/Fashion Island, Harbor Day School, Saunders Properties, The Hangars, Lyon Communities, UAP Companies, 150 Newport Center Drive, and 100 Newport Center Drive. Subareas proposed for a change in land use designation include 1526 Placentia Avenue and 813 E. Balboa Boulevard.

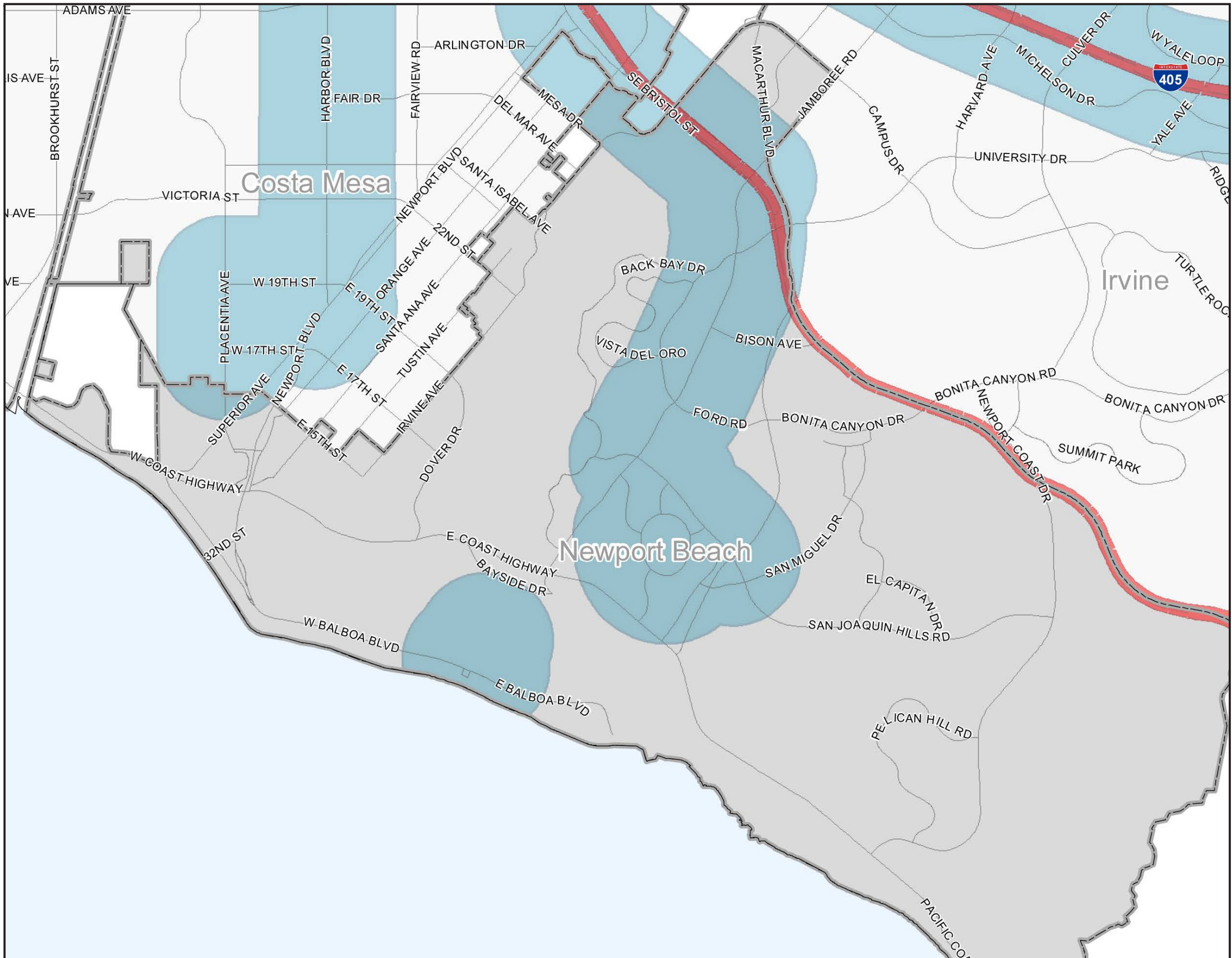
##### Surrounding Land Use

As shown in Figure 3-2, *Citywide Aerial*, the City of Newport Beach Planning Area is surrounded by other developed areas of the cities of Huntington Beach, Costa Mesa, Irvine, and unincorporated areas of Orange County. Significant land uses directly adjacent to the City's boundaries are Banning Ranch to the northeast; the John Wayne Airport and residential homes to the north; University of California, Irvine, along the northeast; Bommer Canyon Community Park to the east; and Crystal Cove State Park to the south.

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Figure 4-1

## High Quality Transit Areas



- City Boundaries
- Freeways
- Arterials
- High Quality Transit Areas (HQTA)

Note:  
 The City of Newport Beach Planning Area is surrounded by other developed areas of the cities of Huntington Beach, Costa Mesa, Irvine, and unincorporated areas of Orange County. Directly adjacent to the City's boundaries include Banning Ranch to the northeast, the John Wayne Airport and residential homes to the north, University of California, Irvine along the northeast, Bommer Canyon Community Park to the east, and Crystal Cove State Park to the south.



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### 4.3.2 Cultural Resources

Newport Beach was originally inhabited by various tribal groups including the Gabrielino and Luiseno/Juaneño Band of Mission Indians as early as 10,000 to 12,000 years ago during the end of the Pleistocene Epoch. Areas along the Newport Coast and in the Newport Banning Ranch region of the City have been determined to have the potential to yield substantial information from archaeological resources.

Paleontological resources in the City date back to 175-million-year-old aquatic fossil types that suggest Orange County was underwater for much of its geologic history. Later in the Miocene and Pliocene Epochs (26 million years ago [mya] to 2.5 mya), tectonic forces produced uplifts and the formation of mountains and coastal marine basins, leading to a discovery of a mix of aquatic and terrestrial fossils in rocks of Miocene age. The Pleistocene Epoch (2.5 mya to 15,000 years ago) yielded invertebrate and vertebrate fossils. The Newport Coast and Banning Ranch area are considered to be of high-order paleontological significance.

The City of Newport Beach has several federal, state, and local historical resources. Balboa Inn, Balboa Pavilion, Crystal Cove Historic District, and Lovell Beach House are listed on the National Register of Historic Places and California Register of Historical Resources; Old Landing (No. 198), Site of First Water-to-Water Flight (No. 775), McFadden Wharf (No. 794), and Balboa Pavilion again (No. 759) are listed as California Historical Landmarks; and B.K. Stone Building, Balboa Island Firehouse No. 4, Bank of Balboa/Bank of America, and Our Lady of Mount Carmel Church are listed in the California Historic Resources Information System database. In addition, the City has established the Newport Beach Register of Historical Property, which has listed seven properties in recognition of their local historical or architectural significance.

Refer to Section 5.3, *Cultural Resources*, for additional information regarding archaeological, paleontological, and historical resources within the City and an analysis of project impacts on these cultural resources.

### 4.3.3 Hydrology and Water Quality

The City of Newport Beach is within the Newport Bay Watershed, Santa Ana River Watershed, and Newport Coast Watershed. The Newport Bay Watershed is the primary watershed for the City, spanning 152 square miles in central and south-central Orange County and draining to the southwest and west toward Upper Newport Bay into Newport Bay and the Pacific Ocean. The west end of the City is in the Santa Ana River Watershed, which includes much of Orange County, the northwestern corner of Riverside County, part of southwestern San Bernardino County, and a small portion of Los Angeles County, covering approximately 2,800 square miles. The southeastern-most part of the City is in the Newport Coast Watershed, which covers 7.8 square miles of seaward slopes of the San Joaquin Hills.

Local surface waters and Orange County Flood Control District drainage facilities in the City from west to east include the Santa Ana River, East Costa Mesa Channel, Santa Isabel Channel, Santa Ana-Delhi Channel, San Diego Creek, Bonita Channel, Buck Gulley, Los Trancos Canyon, and Muddy Creek.

Refer to Section 5.6, *Hydrology and Water Quality*, for additional information regarding hydrological conditions and an analysis of project impacts on hydrology and water quality.

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### 4.3.4 Noise

Community noise levels are measured in terms of the “A-weighted decibel”. A-weighting is a frequency correction that correlates overall sound pressure levels to the frequency response of the human ear. The noise rating scale used in California for land use compatibility assessment is the Community Noise Equivalent Level (CNEL). The CNEL scale represents a time-weighted, 24-hour average noise level based on the A-weighted decibel. Noise levels in the City are influenced primarily by motor vehicle traffic on major streets and highways, which is a steady source of ambient noise. Noise from takeoffs and landings at John Wayne Airport also contribute intermittent aircraft noise in Newport Beach.

Refer to Section 5.8, *Noise*, for additional information concerning the noise environment and an analysis of project-related noise impacts.

### 4.3.5 Scenic Features

The City of Newport Beach has a unique combination of scenic features. Along the coastline, flat ocean views can be seen across the beaches, and in areas more inland, hills and mountains, canyons and bluffs provide more terrestrial scenes. Within Upper and Newport Bay, the City also has unique scenic estuaries, beaches, coastal bluffs, and meandering waterways. Crystal Cove State Park forms the City’s eastern boundary and offers rolling green hills on the ridgelines and hillsides that offer scenic viewpoints of the ocean below. At these higher elevations, the San Joaquin Hills and the Santa Ana Mountains can also be seen in the distance. The City of Newport Beach identifies various public viewpoints and view roads along West Newport Area, Upper Newport Bay, and the harbor that offer wide-open vistas of the City’s natural features. These various water and land features create a dynamic landscape for residents and visitors of Newport Beach.

There are no officially designated scenic highways within Newport Beach; however, State Route 1 (SR-1) is identified as eligible for State Scenic Highway designation (Caltrans 2011).

Refer to Section 5.1, *Aesthetics*, for additional information regarding the City’s aesthetic and scenic features and an analysis of project impacts on aesthetics.

### 4.3.6 Public Services and Utilities

Fire protection services are provided by the City of Newport Beach Fire Department via eight fire stations throughout the City. Law enforcement services are provided by the City of Newport Beach Police Department at 870 Santa Barbara Drive. School services are provided by the Newport-Mesa Unified School District, Santa Ana Unified School District, and Laguna Beach Unified School District. Parks and recreational facilities are provided by the City’s Recreation Department.

Domestic and reclaimed water service for Newport Beach are provided by the City, Irvine Ranch Water District, and Mesa Consolidated Water District. Wastewater service is provided by the City of Newport Beach Municipal Operations Department and Irvine Ranch Water District and treated by the Orange County Sanitation District. The Costa Mesa Sanitary District also provides wastewater services to a small portion of



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the City. Solid waste hauling and disposal is provided by the City's Municipal Operations Department – Refuse Division and various franchised solid waste haulers. Primary landfills accepting solid waste from Newport Beach include the Frank R. Bowerman Landfill in Irvine, Olinda Alpha Landfill in Brea, and Prima Deshecha Landfill in San Juan Capistrano. Electricity and natural gas services are provided by Southern California Edison and Southern California Gas Company, respectively.

Refer to Sections 5.10, *Public Services*, and 5.12, *Utilities and Service Systems*, for additional information regarding public services and utilities and service systems, respectively, and an analysis of project impacts on services and utilities.

### 4.3.7 Transportation and Traffic

Regional access to Newport Beach is provided by several nearby freeways. I-405 runs north and south through Orange County and intersects with SR-55 and SR-73. SR-55 extends south towards SR-1 that terminates in the City and SR-73 extends south through the City, connecting to Interstate 5 further south into south Orange County. Major access routes within the City include Jamboree Road, Macarthur Boulevard, Irvine Avenue, and Coast Highway.

Public bus service is provided by Orange County Transportation Authority (OCTA) and offers local bus routes into and within the City on 11 different routes. John Wayne Airport in Santa Ana provides air travel to a majority of Orange County residents, as does Los Angeles International, Long Beach, Ontario, and other regional airports.

Refer to Section 5.11, *Transportation and Traffic*, for additional information concerning existing transportation facilities and traffic conditions and an analysis of project-related traffic impacts.

### 4.3.8 Local Planning Considerations

#### City of Newport Beach General Plan and Zoning

The City of Newport Beach General Plan provides a vision and framework for Newport Beach's long-range physical and economic development and resource conservation that reflects its residents' aims for their community. The General Plan is organized into 10 elements:

- Land Use Element
- Circulation Element
- Historical Resources Element
- Recreation Element
- Arts and Culture Element
- Safety Element
- Noise Element
- Harbor and Bay Element
- Housing Element
- Natural Resources Element

The proposed project is an amendment to the Land Use Element. Each of the elements presents an overview of its scope, summary of conditions and planning issues, goals, and policies. The goals and policies are applicable to all lands within the City of Newport Beach's jurisdiction. In addition to the general goals and

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policies that apply to all lands, Newport Beach has distinct planning subareas that have custom goals and policies that ensure the preservation and enhancement of these special districts. The City's planning subareas are as follows:

- Airport Area
- Balboa Peninsula (Lido Village, Cannery village, McFadden Square)
- Balboa Village
- Banning Ranch
- Corona del Mar
- Mariner's Mile
- Newport Center/Fashion Island
- Old Newport Boulevard
- West Newport Highway
- West Newport Mesa

The proposed project consists of a number of land use changes that fall within these subareas and are subject to each of their custom policies. Refer to Section 5.6, *Land Use and Planning*, for additional information regarding consistency with the 2006 General Plan's goals and policies.

Title 20 (Planning and Zoning) of the City of Newport Beach Municipal Code provides the basis for current zoning in the City that intends to carry out the policies of the City's general plan. The City's zoning map (shown in Chapter 20.14) shows the location of various zoning districts throughout the City. These zoning districts consist of Residential, Commercial, Mixed-Use, Industrial, Special Purpose, and Overlay Zoning Districts. The zoning map also identifies the Santa Ana Heights Specific Plan area, to which location-specific zoning regulations apply.

### John Wayne Airport Settlement Agreement

The JWA Airport Settlement Agreement of 1985 was a formal consensus between the County of Orange, the City of Newport Beach, and two community groups, Airport Working Group (AWG) and Stop Polluting Our Newport (SPON). The agreement addresses the nature and extent of JWA facility and operational improvements. The 1985 Settlement Agreement was scheduled to expire on December 31, 2005; however, a series of amendments led to an extension of the agreement through December 31, 2015, which also included added JWA facilities and operational capacity along with increased local community environmental protections (JWA 2013).

The Settlement Agreement consists of six principal restrictions:

1. Term: Start date of agreement
2. Curfew: Expiration date of agreement
3. Annual Passenger Limit (million annual passengers [MAP]): Total number of passengers JWA can support in one year
4. Passenger Flights (Class A ADDs for passenger service): Number of Class A Average Daily Departures (ADDs) allocated for passenger service

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5. Cargo Flights (Class A ADDs for all-cargo service): Number of Class A ADDs allocated for all-cargo service
6. Passenger Loading Bridges: Number of allowable passenger loading bridges

Given that the expiration of the agreement is approaching, the parties began discussing a second extension to the Settlement Agreement in early 2012 and have agreed on a “proposed project” to be analyzed per CEQA. Using the restrictions listed above, Table 4-1 outlines that proposed project.

**Table 4-1 JWA Airport Settlement Agreement Project Terms**

Principal Restrictions	Proposed Project
Term	Through December 31, 2030
Curfew	Through December 31, 2035
<b>Annual Passenger Limit (MAP)</b>	
Jan. 1, 2016–Dec. 31, 2020	10.8 MAP
Jan. 1, 2021–Dec. 31, 2025	11.8 MAP
Jan. 1, 2026 – Dec. 31, 2030	12.2 or 12.5 MAP <sup>1</sup>
<b>Passenger Flights (Class A ADDs)</b>	
Jan. 1, 2016–Dec. 31, 2020	85
Jan. 1, 2021–Dec. 31, 2025	95 (+10)
Jan. 1, 2026–Dec. 31, 2030	95
<b>Cargo Flights (Class A ADDs)</b>	
Jan. 1, 2016–Dec. 31, 2030	4
<b>Passenger Loading Bridges</b>	
Jan. 1, 2016–Dec. 31, 2020	20
Jan. 1, 2021–Dec. 31, 2030	No Limit

Source: John Wayne Airport Settlement Agreement Amendment NOP 2013.

Notes: MAP: million annual visitors; ADD: average daily departures

<sup>1</sup> Trigger for capacity increase to 12.5 MAP requires air carriers to be within 5 percent of 11.8 MAP in any one year during the January 1, 2021, through December 31, 2025, timeframe.

The Notice of Preparation/Initial Study was released for public review from October 1 through October 31, 2013. Currently, a Draft EIR is anticipated to be released for public review and commenting during the second quarter of 2014. Following the public review period, a Draft EIR is tentatively scheduled to be presented to the Board of Supervisors for consideration by the end of 2014.

### University of California, Irvine, 2007 Long Range Development Plan

The University of California, Irvine (UCI), 2007 Long Range Development Plan (2007 LRDP) is a comprehensive policy and land use plan that guides the growth of the campus. It identifies the physical development needed to achieve the academic needs and goals of the campus while demonstrating responsible conservation of limited resources. The 2007 LRDP provides a framework of policies and guidelines to shape land use and physical development at UCI through a horizon year of 2025–26. The plan is designed to support key academic and student life goals, identify development objectives, delineate campus land uses, and

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estimate new building space needs to support projected program expansion through the planning horizon year. The policies and guidelines facilitate UCI with future decisions on land use, enrollment, housing, parking, academic facilities, and urban and landscape design.

Per Figure 5-2 of the 2007 LRDP, (reproduced as Figure 4-2, *UCI Land Use Plan for 2007 Long Range Development Plan*, in this Draft SEIR) the North Campus area in pink is designated Mixed Use-Commercial. The North Campus planning area is bounded by Campus Drive and Jamboree Road, which is adjacent to the City of Newport Beach's eastern boundary line in the Airport Area along Jamboree Road. To the east beyond Jamboree Road is undeveloped open space within the North Campus planning area of UCI, which is covered under the 2007 LRDP and is currently occupied by a few academic and support facilities, an arboretum, and a child development center. The approved development program for North Campus under the 2007 LRDP includes 950,000 square feet of office and/or research and development space and 435 multifamily dwelling units. The proposed project's consistency with the 2007 LRDP is discussed in Section 5.7, *Land Use and Planning*.

### 4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. Section 15355 of the Guidelines defines cumulative impacts to be "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The CEQA Guidelines (Section 15130 [b][1]) state that the information utilized in an analysis of cumulative impacts should come from one of two sources:

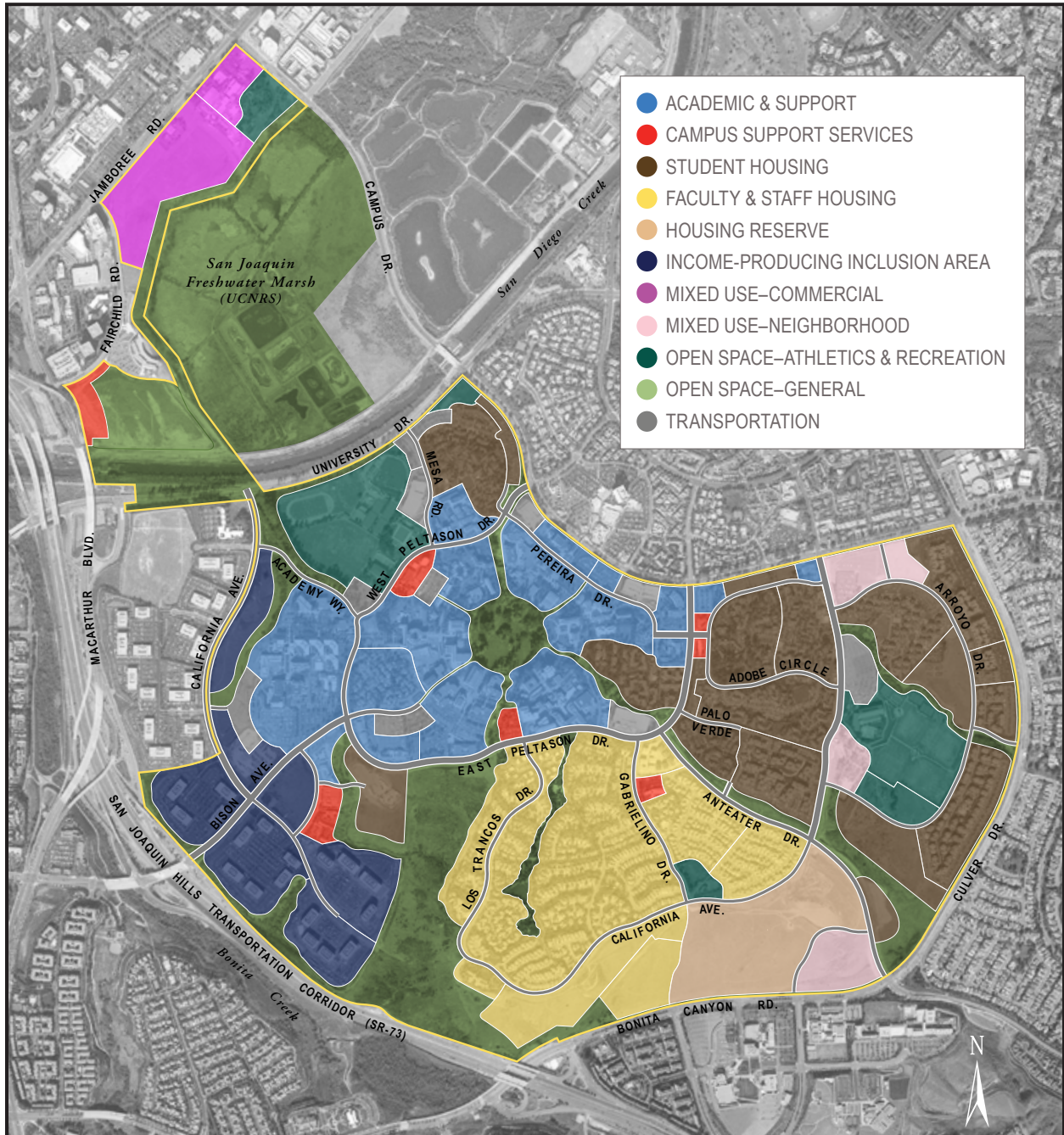
- A. A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency.
- B. A summary of projections contained in an adopted General Plan or related planning document designed to evaluate regional or area-wide conditions.

As a supplement to the 2006 General Plan EIR, this document need contain only the information necessary to make the previous EIR adequate for the project as revised under the General Plan LUE Amendment. Given that the original EIR was for a general plan update, the cumulative impact analyses in Chapter 5, *Environmental Analysis*, of this Draft SEIR uses Source B. The approach is discussed in each topical section.

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Figure 4-2

## UCI Land Use Plan for 2007 Long Range Development Plan



### Land Use Element Update Supplemental EIR



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