

4. Environmental Setting

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4.1 INTRODUCTION

This section provides 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” (Guidelines § 15125[a]), pursuant to provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The environmental setting provides the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional Location

The City of Newport Beach is on the southwestern 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.

Figure 3-1, *Regional Vicinity Map*, 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

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The 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 metropolitan planning organization 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.

The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in April 2016 (SCAG 2016). Major themes in the 2016 RTP/SCS include integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure;

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increase capacity through improved systems managements; providing more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth and opportunity; promoting the links between public health, environmental protection and economic opportunity; and incorporating the principles of social equity and environmental justice into the plan.

The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets identified by the California Air Resources Board. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, provides incentives to governments and developers for consistency. The proposed project's consistency with the applicable 2016-2040 RTP/SCS policies is analyzed in detail in Section 5.5, *Greenhouse Gas Emissions*.

South Coast Air Basin Air Quality Management Plan

The City is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD). Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law and standards are detailed in the SoCAB Air Quality Management Plan (AQMP). Air pollutants for which AAQS have been developed are known as criteria air pollutants—ozone (O₃), carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide, coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants, such as O₃, through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants depending on whether they meet AAQS for that pollutant. Based on the SoCAB AQMP, the SoCAB is designated nonattainment for O₃, PM_{2.5}, PM₁₀, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO₂ under the California AAQS.^{1,2} The proposed project's consistency with the applicable AAQS is discussed in Section 5.2, *Air Quality*.

Greenhouse Gas Emissions Reduction Legislation

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-03-05, signed June 1, 2005, set the following GHG reduction targets for the State of California:

- 2000 levels by 2010
- 1990 levels by 2020

¹ CARB approved SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM₁₀ to attainment for PM₁₀ under the national AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM₁₀ standards during the period from 2004 to 2007. In June 2013, the EPA approved the State of California's request to redesignate the South Coast PM₁₀ nonattainment area to attainment of the PM₁₀ National AAQS, effective on July 26, 2013.

² CARB has proposed to redesignate the SoCAB as attainment for lead and NO₂ under the California AAQS (CARB 2013).

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- 80 percent below 1990 levels by 2050

AB 32 was passed by the state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the emissions reduction targets established in Executive Order S-3-05.

In 2008, SB 375 was adopted to connect GHG emissions reductions targets 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 by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled and vehicle trips. SCAG's 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.

The project's ability to meet these regional GHG emissions reduction target goals is analyzed in Section 5.5, *Greenhouse Gas Emissions*.

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 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, including the project site, falls within the airport influence area of John Wayne Airport. Therefore, the proposed project's consistency with JWA's AELUP is discussed in Sections 5.6, *Hazards and Hazardous Materials*, 5.8, *Land Use and Planning*, and 5.9, *Noise*.

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4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Uses

Project Location

The project site is located in Newport Center, which includes high- and low-rise office buildings surrounding the Fashion Island regional mall. The site itself is approximately two acres (86,942 square feet) and is located at 850 San Clemente Drive in Newport Center (Assessor's Parcel Number 442-261-05). The parcel is bounded by Santa Cruz Drive to the east, Santa Barbara Drive to the west, San Joaquin Hills Road to the north, and San Clemente Drive to the south.

Existing Land Uses

Onsite Uses

As shown on Figure 4-1, *Site Photographs*, the project site is currently improved with the Orange County Museum of Art (OCMA) building, a single-story museum and exhibition space. Existing improvements encompass approximately 23,632 square feet and include the main building constructed in 1977 and a 2,000-square-foot addition to the building that was completed in 1996. Hardscape and landscaping improvements include a parking lot, lawn areas, shrubs, and a number of ornamental trees.

Surrounding Uses

Figure 4-2, *Surrounding Photographs*, shows the immediately adjacent structures to the OCMA building. The predominant uses are multi-story parking garages to the east and northwest and construction of the Villas at Fashion Island apartment community.

Other surrounding land uses include a multistory office building to the west and The Colony (apartment complex) and additional multistory office buildings across San Clemente Drive to the south. The Newport Beach Police Department and Newport Beach Fire Station—Fashion Island Station No. 3—are less than a mile northwest of the project site. Fashion Island, a major retail and restaurant shopping mall, is about one-quarter mile south of the site.

4.3.2 Local Planning Considerations

General Plan

The City of Newport Beach General Plan (2006) land use designation for the site is Private Institutional (PI), which is intended for privately owned facilities that serve the public, including places for religious assembly, private schools, health care, cultural institutions, museums, yacht clubs, congregate homes, and comparable facilities.

The proposed project is not an allowable use under the PI land use designation; therefore, a General Plan Amendment is required as part of the project.

Figure 4-1 - Site Photographs
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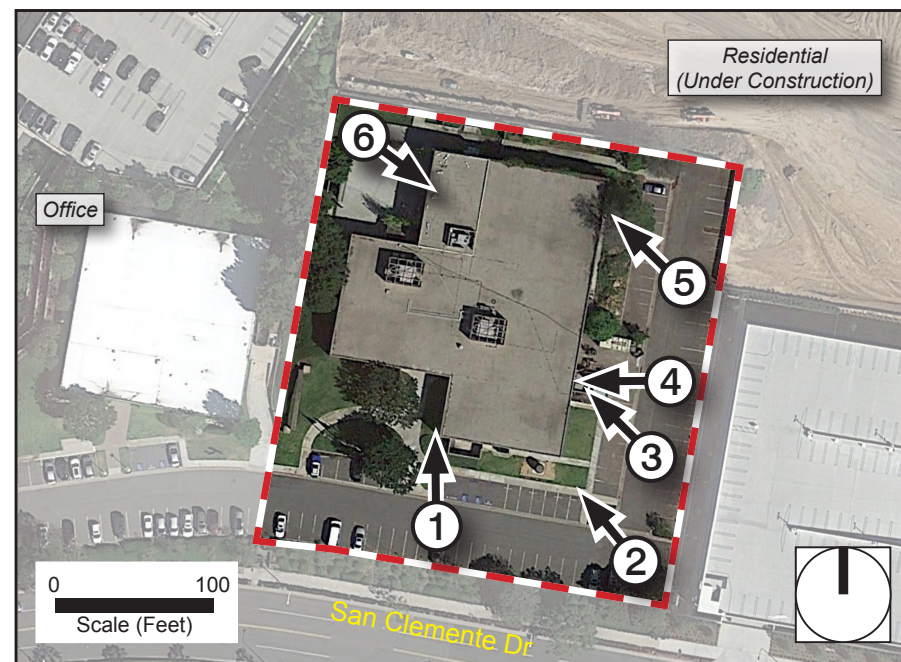
1 Panoramic view of the OCMA front entrance.



4 View of the loading entrance at the eastern side of the building.



2 View of the southeastern building corner.



--- Project Boundary
1 Photograph Location and Direction



5 View of the northeastern building corner and adjacent San Joaquin Plaza residential construction.



3 View of the eastern side entrance.



6 Panoramic view of the northwestern building corner and adjacent San Joaquin Plaza residential construction.

Key Base Map Source: Google Earth Pro, 2016

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Figure 4-2 - Surrounding Photographs
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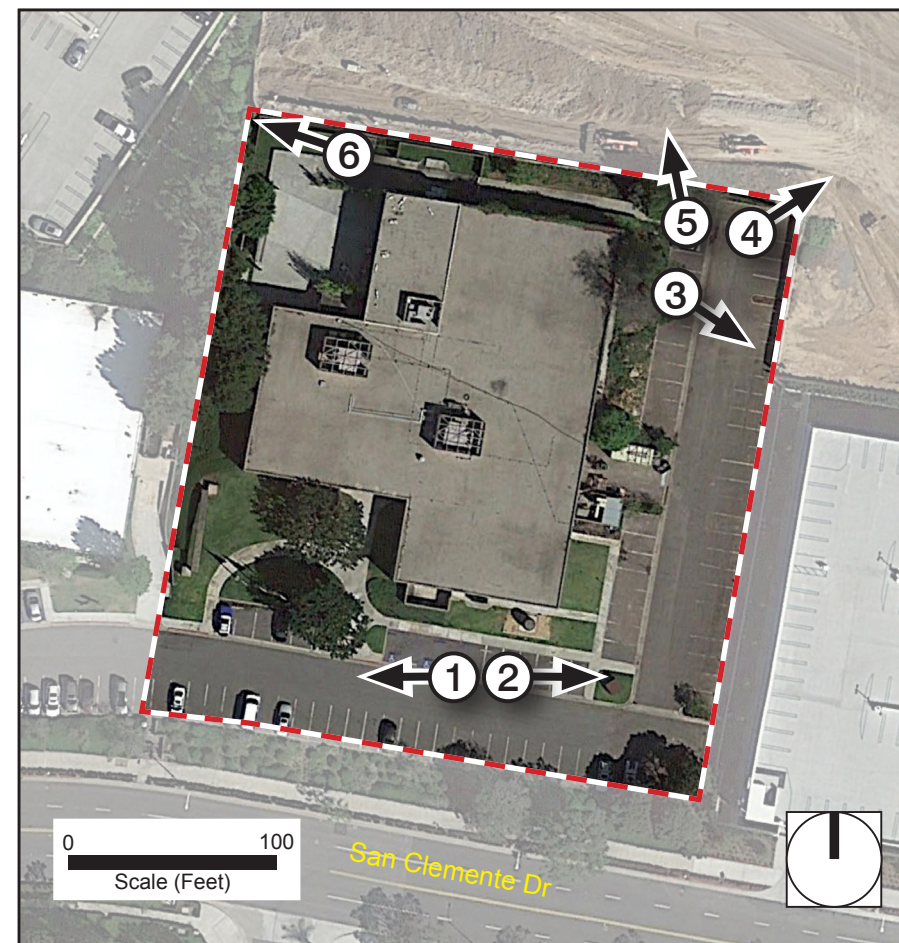
1 View of a multi-story office building west of the project site.



2 View of a multi-story parking garage east of the project site.



3 View of a multi-story parking garage east of the project site.



--- Project Boundary

1 Photograph Location and Direction



4 View of construction activities for the San Joaquin Plaza residential community north of the project site.



5 View of construction activities for the San Joaquin Plaza residential community north of the project site.



6 View of a multi-story parking garage northwest of the project site.

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Zoning

According to the City's zoning map, the project site is zoned Planned Community District 19, San Joaquin Plaza Planned Community Development Plan (PCDP; PC-19). The San Joaquin Plaza PCDP encompasses 2.92 acres and is intended for a combination of civic, cultural, business, and professional office uses. The PCDP also details permitted uses, which include retail sales and services; administrative/professional offices; restaurants, bars, and theater/nightclubs; institutional, financial, and governmental facilities; and civic, cultural, commercial-recreational, and recreational facilities.

The proposed residential tower is not an allowable use under PC-19; therefore, a PCDP amendment is required as part of the project.

4.3.3 Environmental Resources and Infrastructure

Climate and Air Quality

The project site is approximately 1.5 miles inland from the Orange County coast in the western portion of the SoCAB. The climate in the SoCAB is mild and tempered by cool ocean breezes, particularly in Newport Beach. Temperatures are normally mild (62° to 72°F), with rare extremes above 100°F or below freezing (32°F). Precipitation is typically 9 to 15 inches annually in the SoCAB. The climate of Orange County is typified by warm temperatures and light winds. The average monthly high temperatures range from about 52°F in the coastal areas in January to 72°F in the inland areas of the coastal plain in August. In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rains fall between November and April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains. Annual average humidity is 70 percent along the coast and 57 percent in the eastern portions of the SoCAB.

However, the year 2013 marked the driest year in recorded state history and led Governor Edmund G. Brown Jr. to proclaim a state of emergency regarding the dry conditions throughout California. The recent drought conditions have led to extended months of high temperatures with little to no precipitation throughout the SoCAB, including the City of Newport Beach.

The SoCAB is designated nonattainment for O₃, PM_{2.5}, PM₁₀, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO₂ under the California AAQS. An air quality analysis was performed for the project, and the results are discussed in Section 5.2, *Air Quality*. Additionally, project-related impacts from GHG emissions are discussed in Section 5.5, *Greenhouse Gas Emissions*.

Geology and Landforms

The project site is at the southern portion of the Los Angeles Basin, which is part of the Peninsular Range Geomorphic Province of California.

More specifically, the project site is relatively flat, with topographic elevation ranging from approximately 173 to 185 feet above mean sea level. Local topography slopes toward the west and north. The site is situated on

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marine terrace deposits of late Pleistocene. The near surface soils are characterized by dense to very dense, fine to medium sand. The sediments overlie shallow bedrock of the Monterey Formation, which consists of sandstone, siltstone, and claystone (GDC 2015).

The Peninsular Ranges are traversed by dominant northwest-trending faults, including the San Andreas Fault approximately 49 miles northeast of the project site; Whittier-Elsinore Fault, approximately 18 miles northeast of the site; and Newport-Inglewood Fault, approximately 2.7 miles southwest of the site. All three of these faults are classified active. They have had surface displacement within the last 11,000 years, and earthquakes have been recorded along all three faults in historic time. In addition to these active faults, blind thrust faults are also thought to be present under the Los Angeles Basin. The Pelican Hills Fault also passes approximately 0.5 mile north of the site and is classified potentially active (CGS 2010). There are no known faults on or immediately adjacent to the project site.

Refer to Section 5.4, *Geology and Soils*, for additional information concerning geological and soil conditions and an analysis of project impacts on geology and soils.

Hydrology and Water Quality

The project site is in the Newport Bay Watershed, which spans 154 square miles in central and southern Orange County. The Newport Bay Watershed is defined by the foothills of the Santa Ana Mountains to the east (Loma Ridge) and the San Joaquin Hills to the west and southwest. The watershed is divided into four subwatersheds—Peters Canyon Wash, Upper San Diego Creek, Lower San Diego Creek, and Newport Bay. Nine cities are partly or fully within the watershed: Costa Mesa, Irvine, Lake Forest, Laguna Hills, Laguna Woods, Newport Beach, Orange, Santa Ana, and Tustin. The watershed also includes several unincorporated areas of Orange County. Water quality in the Newport Bay Watershed is currently listed by the U.S. Environmental Protection Agency as impaired by various pollutants, including pesticides, copper and other metals, pathogens, sediment toxicity, and selenium (USEPA 2015).

Most of the site drainage is conveyed via existing ribbon gutters within the parking lot and is ultimately collected by an existing 21-foot catch basin at 888 San Clemente Drive, to the west of the project site. An 18-inch catch basin outlet pipe conveys the storm flows into an existing private storm drain system within the 888 San Clemente Drive property, then to an existing 30-inch storm drain in Bombero Drive, and finally to an existing 36-inch public storm drain in Santa Barbara Drive. An existing concrete v-ditch along the north boundary collects drainage from the north portion of the project site.

Refer to Section 5.7, *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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Noise

Community noise levels are measured in terms of the “A-weighted decibel” (dBA). 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 project area are influenced primarily by motor vehicle traffic in and around the Newport Center area, including along Jamboree Road, MacArthur Boulevard, San Joaquin Hills Road, San Clemente Drive, and Santa Barbara Drive, which is a steady source of ambient noise. Minimal noise from the existing operational equipment (e.g., HVAC system) of the OCMA museum building and nearby office buildings also adds to the noise levels in the project area. Takeoffs and landings at John Wayne Airport contribute to the intermittent aircraft noise in the project area.

Refer to Section 5.9, *Noise*, for additional information concerning the noise environment and an analysis of project-related noise impacts.

Public Services and Utilities

The project site is located in a highly urbanized area of the City with existing public services and utilities available to the site. Local utilities and service systems that serve the existing OCMA museum building are available to serve the proposed project.

Fire protection services are provided by the City of Newport Beach Fire Department. The closest fire station to the project site is Fashion Island Station No. 3 at 868 Santa Barbara Drive, only 0.1 mile northwest of the project site. Law enforcement services are provided by the City of Newport Beach Police Department at 870 Santa Barbara Drive, approximately 0.2 mile northwest of the site. The project site is served by the Newport Mesa Unified School District. Schools within this district that may serve the proposed project are Lincoln Elementary School and Corona Del Mar High School. Library services are provided by the Newport Beach Public Library.

Domestic and reclaimed water service and wastewater service for the project site are provided by the City of Newport Beach Municipal Operations Department. Wastewater is treated by the Orange County Sanitation District. The City of Newport Beach is under contract with CR&R Environmental Services and Franchised Haulers for solid waste hauling and OC Waste & Recycling for disposal. Electricity and natural gas services are provided by Southern California Edison and Southern California Gas Company, respectively.

Refer to Sections 5.11, *Public Services*, and 5.14, *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.

Transportation and Traffic

The existing local roadway network in the project area includes Jamboree Road, San Joaquin Hills Road, MacArthur Boulevard, San Clemente Drive, Santa Barbara Drive, Santa Cruz Drive, and Newport Center Drive. Jamboree Road, San Joaquin Hills Road, Newport Center Drive, and MacArthur Boulevard are

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designated Major Arterials (six-lane divided roadway) in the City's General Plan Circulation Element. Access to the project site is provided via a driveway off of San Clemente Drive.

The regional transportation system in the vicinity of the project site includes SR-55, SR-73, and I-405 to the north. Orange County Transit Authority bus routes are provided along San Joaquin Hills Road and Santa Cruz Drive, and the Newport Center Transportation Center is located at Avocado Avenue and San Joaquin Hills Road. Additionally, the John Wayne Airport is approximately three miles north of the project site.

Refer to Section 5.13, *Transportation and Traffic*, for additional information concerning existing transportation facilities and traffic conditions and an analysis of project-related impacts.

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.

The cumulative impact analyses in Chapter 5, *Environmental Analysis*, of this DEIR primarily use Method A. The City compiled a list of cumulative projects for analysis under CEQA. These cumulative projects are listed and numbered in Table 4-1 and mapped on Figure 4-3, *Cumulative Projects Location Map*.

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Table 4-1 Cumulative Projects for CEQA Analysis

Map No.	Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions
Reasonably Foreseeable Discretionary Projects with CEQA Review or Traffic Study					
1	CenterPointe Senior Living (PA2015-210)	Development of a 109,633-square-foot convalescent and congregate care facility with 133 to 144 beds (approximately 128 units). There would be one level of subterranean parking and five levels of living area. The project site is currently developed with a single-story restaurant and supporting surface parking area.	101 Bayview Place	Application submitted on 11/23/2015. CEQA RFP sent – response received. Under evaluation.	<ul style="list-style-type: none"> • General Plan Amendment No. GP2015-004 • Planned Community Text Amendment No. PD2015-005 • Site Development Review No. SD2015-007 • Conditional Use Permit No. UP2015-047 • Mitigated Negative Declaration
2	Little Corona Infiltration (PA2015-096) (15X14)	Installation of a diversion and infiltration device on a public beach area.	Little Corona Beach	Draft MND issued for public comment on January 15, 2016.	<ul style="list-style-type: none"> • Mitigated Negative Declaration • Capital Improvement Program, City Council
3	AutoNation (PA2015-095)	The project would develop a 33,926-square foot automobile sales and service facility including a showroom, outdoor vehicle display areas, offices, service facility, and vehicle inventory storage and employee parking on the roof of the building	320-600 West Coast Highway	Application resubmitted January 2016. Application complete. T&B Planning to prepare a MND. Traffic Consultant to be identified.	<ul style="list-style-type: none"> • Use Permit No. UP2015-025 • Site Development Review No. SD2015-002 • Tentative Parcel Map No. NP2015-010
4	Koll Newport Residential (PA2015-024)	Development of mixed use residential of up to 260 units, 3,000 sf. retail and one-acre park.	4400 Von Karman Ave.	Application submitted and deemed incomplete. EIR preparation is underway.	<ul style="list-style-type: none"> • Planned Community Development Plan Amendment • Site Development Plan • Traffic Study • Tentative Tract Map • Development Agreement • Environmental Impact Report

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Table 4-1 Cumulative Projects for CEQA Analysis

Map No.	Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions
5	150 Newport Center (PA2014-213)	The proposed project consists of the demolition of an existing 8,500-square-foot car-wash and gas station to accommodate the development of 49 condominium dwelling units on a 1.3 acre site.	150 Newport Center Drive	Application submitted 12/05/2014. An MND was prepared and distributed to the public. Following a Planning Commission Study Session held on October 8, 2015, the applicant and staff agreed to prepare an EIR for this project. NOP Released – Close of comment period is February 11, 2016. Preparation of the EIR is underway.	<ul style="list-style-type: none"> • General Plan Amendment • Zoning Code Amendment • Planned Community Development Plan • Site Development Review • Tract Map • Development Agreement • Environmental Impact Report
6	Newport Place Residential (PA2014-150)	A mixed-use residential project consisting of up to 384 units and 5,677square feet of retail use on a 5.7-acre property	1701 Corinthian Way, 1660 Dove St., 4251, 4253, and 4255 Martingale Way, 4200, 4220 & 4250 Scott Drive. Generally bounded by Corinthian Wy., Martingale Dr., Dove St. and Scott Dr.	Application submitted. An MND was prepared and distributed to the public. A Planning Commission study session and public hearing were held in March 2016. The project was denied by the City Council. However, it was an active project at the time the Museum House NOP was released in February 2016; therefore, it is included as a cumulative project for a more conservative analysis.	<ul style="list-style-type: none"> • Planned Development Permit • Lot Merger • Affordable Housing Implementation Plan • Mitigated Negative Declaration

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Table 4-1 Cumulative Projects for CEQA Analysis

Map No.	Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions
7	Newport/32nd modification (PA2014-134)	The project adds an additional southbound through lane along Newport Boulevard from Via Lido to 32nd Street, terminating as a right-turn only lane at 32nd Street. Proposed modifications include a raised, landscaped median, 6-foot-wide bike lanes along both sides of the roadway, and the relocation of 27 curbside public parking spaces on Newport Boulevard to a proposed new public parking lot the northwest corner of Newport Boulevard and 32nd Street and demolition of the former bank building.	Newport Boulevard from Via Lido to 30th Street and 3201 Newport Boulevard	City approval in October 2014 Coastal Development Permit issued February 2016	<ul style="list-style-type: none"> • Capital Improvement Program, City Council • Mitigated Negative Declaration
8	ExplorOcean (PA2014-069)	Demolition of an existing one-story, 26,219 square foot commercial building and a 55-space subterranean parking garage; and the construction of a 70,295 square-foot, 4-story ocean literacy facility located on the 600 East Bay parcel; removal of a 63-metered space surface parking lot (aka: Palm Street Parking Lot) located on the 209 Washington Street, 600 and 608 Balboa Avenue, and 200 Palm parcels and the construction of a 388-space, 141,000 square foot, 5-level off-site parking structure; and a 6,500 square footage floating classroom to be located on the waterside of the project.	600 East Bay, 209 Washington Street, 600 and 608 Balboa Avenue, and 200 Palm	Application submitted 04/22/2014. On hold per applicant's request.	<ul style="list-style-type: none"> • General Plan Amendment • Coastal Land Use Plan Amendment • Zoning Code Amendment (Zone Change) • Planned Community Development Plan Adoption • Transfer Development Allocation • Site Development Review • Conditional Use Permit • Traffic Study pursuant to City's Traffic Phasing Ordinance (TPO) • Tentative Parcel Map and Alley Vacation • Harbor Development Permit • Coastal Development Permit (by California Coastal Commission) • Environmental Impact Report

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Table 4-1 Cumulative Projects for CEQA Analysis

Map No.	Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions
9	Back Bay Landing (PA2011-216)	Request for legislative approvals to accommodate the future redevelopment of a portion of the property with a mixed-use waterfront project. The Planned Community Development Plan would allow for the development of a new enclosed dry stack boat storage facility for 140 boats, 61,534 square feet of visitor-serving retail and recreational marine facilities, and up to 49 attached residential units.	300 E. Coast Highway Generally located at the northwesterly corner of east Coast Highway and Bayside Drive	The project was approved by City Council on February 11, 2014. The Coastal Land Use Plan Amendment for the project was approved by the California Coastal Commission on December 10, 2015, subject to the City accepting Suggested Modifications to the amendment. Planning Commission hearing scheduled for March 2016 and City Council in April 2016 to accept Suggested Modifications and related land use amendments.	<ul style="list-style-type: none"> • General Plan Amendment • Coastal Land Use Plan Amendment • Code Amendment • Planned Community Development Plan • Lot Line Adjustment • Traffic Study • Environmental Impact Report
10	Balboa Marina Expansion (PA2012-103) (PA2015-113)	<p>City of Newport Beach Public Access and Transient Docks and Expansion of Balboa Marina</p> <ul style="list-style-type: none"> • 24 boat slips • 14,252 SF restaurant • 664 SF marina restroom 	201 E. Coast Highway	IS/MND was approved by City Council on November 25, 2014. An approval in concept was issued for the waterside component. The landside component was approved by the City in February 2016.	<ul style="list-style-type: none"> • IS/MND • Site Development Review • Conditional Use Permit • CDP (Coastal Commission)

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Table 4-1 Cumulative Projects for CEQA Analysis

Map No.	Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions
11	Newport Harbor Yacht Club (PA2012-091)	Demolition of the approximately 20,500 square foot yacht club facility and construction of a new 23,163 square foot facility. The yacht club use will remain on the subject property.	720 West Bay Avenue, 800 West Bay Avenue, 711-721 West Bay Avenue, and 710-720 Balboa Boulevard	Project approved by the City February 2014. Coastal Land Use Plan Amendment application withdrawn from California Coastal Commission in September 2015. Coastal Commission considers a Coastal Development Permit for the replacement yacht club on March 10, 2016.	<ul style="list-style-type: none"> • General Plan Amendment • Coastal Land Use Plan Amendment • Zoning Code Amendment • Planned Development Permit • Conditional Use Permit
12	Newport Banning Ranch (PA2008-114)	Development of 1,375 residential dwelling units, a 75-room resort inn and ancillary resort uses, 75,000 square feet of commercial uses, approximately 51.4 gross acres of parklands, and approximately 252.3 gross acres of permanent open space.	Generally located north of West Coast Highway, south of 19th Street, and east of the Santa Ana River	The City Council approved the project and certified the Final EIR in July 2012. The applicant has a complete coastal development permit application before the Coastal Commission. As currently proposed, the project consists of 895 residential dwelling units, a 75-room coastal inn, a 20-bed hostel, 45,100 square feet of commercial use, and 323 acres of permanent open space.	<ul style="list-style-type: none"> • Development Agreement • General Plan Amendment to the Circulation Element • Code Amendment • Pre-annexation Zone Change • Planned Community Development Plan • Master Development Plan • Tentative Tract Map • Affordable Housing Implementation Plan • Traffic Phasing Ordinance Traffic Study • Environmental Impact Report

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Table 4-1 Cumulative Projects for CEQA Analysis

Map No.	Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions
13	One Newport Hotel at Uptown Newport	Development of a 180-room hotel with 15,000 SF of retail use and 3,300 SF of high-turnover (sit-down) restaurant use.	4311 Jamboree Road	The project application was withdrawn on May 10, 2016. However, it was an active application at the time the Museum House NOP was released in February 2016; therefore, it is included as a cumulative project for a more conservative analysis.	<ul style="list-style-type: none"> • General Plan Amendment • Planned Community Development Plan Amendment • Development Agreement • Traffic Study • Airport Land Use Commission • Federal Aviation Administration
Capital Improvement Projects with CEQA Review					
14	West Newport Community Center (15F17)	Refurbishment or replacement of the West Newport Community Center. The current center is one of several public buildings on the west side being reviewed for appropriate use and potential relocation.	TBD	Project design architect was selected in November of 2015. Project is on hold at the direction of City Manager's Office. CEQA TBD, MND is anticipated.	<ul style="list-style-type: none"> • Capital Improvement Program, City Council
15	Little Corona Infiltration (PA2015-096) (15X14)	Installation of a diversion and infiltration device on a public beach area.	Little Corona Beach	Draft MND issued for public comment on January 15, 2016.	<ul style="list-style-type: none"> • Mitigated Negative Declaration • Capital Improvement Program, City Council
16	Old Newport Blvd./West Coast Hwy Widening (15R19)	Widens the westbound side of West Coast Highway at Old Newport Boulevard to accommodate a third through lane, a right turn pocket and a bike lane. Realignment of Old Newport Boulevard maximizes the right turn pocket storage length and improves roadway geometrics.	Intersection of Old Newport Boulevard and West Coast Highway	Consultant was selected for project design in March of 2016. Negative Declaration draft is under review. City is requesting lead agency status from Cal Trans.	<ul style="list-style-type: none"> • IS/Negative Declaration • Capital Improvement Program, City Council
17	Lower Sunset View Park Bridge, Parking Lot and Park (15R09)	Possible pedestrian overcrossings, parking and park uses for Lower Sunset View Park.	Intersection of West Coast Highway and Superior Avenue	An RFP for design services was sent in December of 2015. CEQA determination TBD.	<ul style="list-style-type: none"> • Capital Improvement Program, City Council

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Table 4-1 Cumulative Projects for CEQA Analysis

Map No.	Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions
18	Balboa Island Seawall Reconstruction (15H11)	New seawall along the Grand Canal and on the west end of Balboa Island.	Balboa Island	Project initiated in 2011. A consultant has been selected for the project design. The RFP process has not yet been initiated for the MND.	<ul style="list-style-type: none"> Mitigated Negative Declaration Capital Improvement Program, City Council
19	Arches Storm Drain Diversion (16X11)	Arches drain outlet is the endpoint for two large storm drains that collect and deliver runoff from neighboring areas to Newport Harbor. The west storm drain collects runoff from Hoag Hospital and areas upstream and the east storm drain runs along Old Newport Boulevard and into Costa Mesa upstream of 15th Street. A conceptual plan to divert dry weather flows from these two subwatersheds to the sanitary sewer system has been prepared.	Newport Boulevard north of Coast Highway	Project initiated in 2015. CEQA determination TBD (exemption?). Anticipated project start date, September 2016.	<ul style="list-style-type: none"> Capital Improvement Program, City Council
20	Bayview Heights Drainage Treatment (15X11)	Restores a drainage reach subject to erosion and creates a wetland at the end of the reach to benefit environmental water quality.	Headlands area of Upper Bay downstream of Mesa Drive	City Council authorized project in May of 2015. Agency permit applications were submitted March of 2016. CEQA determination TBD (exemption?)	<ul style="list-style-type: none"> Capital Improvement Program, City Council

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Table 4-1 Cumulative Projects for CEQA Analysis

Map No.	Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions
21	Big Canyon Rehab Project (15X12)	Divert about one third of the dry-weather flow from the creek into a bioreactor. The bioreactor strips selenium and other impurities from the flow. Clean flow is returned to the creek to reduce the concentration of pollutants within the stream by 30-35 percent. Storm flows from Jamboree Road also will be directed to the top level of these bioreactor/wetlands to strip roadway pollutants from the flow before the flow rejoins the creek. Partial streambed and canyon restoration are components of this project.	Big Canyon, downstream of Jamboree Road and south of Big Canyon Creek	Resource agency applications submitted March of 2016. Draft MND issued for public comment March 4, 2016.	<ul style="list-style-type: none"> Mitigated Negative Declaration Capital Improvement Program, City Council
22	Bay Crossings Water Main Replacement (16W12)	Replaces deteriorating water transmission mains pursuant to the Water Master Plan and Bay Crossing Water Transmission Study.	Newport Harbor	A consultant has been selected for the project design. CEQA TBD	<ul style="list-style-type: none"> Capital Improvement Program, City Council
Discretionary Projects with CEQA Review and Traffic Study Approved by the City					
23	ENC Preschool (PA2015-079)	Environmental Nature Center Preschool	745 Dover Drive	Planning Commission Approved 01/21/2016. Class 32 CEQA Exemption.	<ul style="list-style-type: none"> Minor Use Permit No. UP2015-020 Traffic Study No. TS2015-001
24	Park Avenue Bridge Replacement (PA2014-135)	Demolish and replace Park Avenue bridge that connects Balboa Island and Little Balboa Island.	Balboa Island	MND adopted/approved by City Council November 25, 2014. Tentative Construction Start Date – March 2016	<ul style="list-style-type: none"> Mitigated Negative Declaration No. ND2014-002

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Table 4-1 Cumulative Projects for CEQA Analysis

Map No.	Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions
25	Birch Newport Executive Center (PA2014-121)	The project includes the re-subdivision of four lots into three lots for commercial development and for condominium purposes, and the construction of two, 2-story medical office buildings totaling 64,000 square feet in gross floor area and a 324-space surface parking lot.	20350 & 20360 Birch Street (Formerly 20352 – 20412 Birch St)	Application submitted on 08/05/2014. Application and Addendum to MND approved by Planning Commission on 02/19/2015. Rough grading permits issued February 25, 2016.	<ul style="list-style-type: none"> • Site Development Review No. SD2014-005 • Minor Use Permit No. UP2014-032 • Traffic Study No. TS2014-006 • Parcel Map No. NP2014-017 • Addendum to Mitigated Negative Declaration (PA2006-280)
26	Ebb Tide (PA2014-110)	The project includes a Tentative Tract Map application to subdivide a 4.7 acre site for 83 residential lots and a Site Development Review application for the construction of 83 single-unit residences, private streets, common open space, and landscaping. The Planned Community Development Plan is proposed to establish guidelines for development of the project site consistent with the General Plan. The Code Amendment is proposed to amend the Zoning Map to change the Zoning District from Multiple-Unit Residential (RM) to Planned Community (PC).	1560 Placentia Drive	Application submitted on 06/20/2014. An MND was prepared. The project was approved and the MND was adopted by the Planning Commission on August 6, 2015.	<ul style="list-style-type: none"> • Tentative Tract Map No. NT2014-002 • Traffic Study No. TS2014-007 • Planned Development Permit No. PL2015-001 • Mitigated Negative Declaration No. ND2015-002
27	Lido House Hotel at the former city hall complex (PA2013-217)	General Plan Amendment, Coastal Land Use Plan Amendment, and Zoning Amendment to change site from Public Facilities to Visitor-serving commercial and increase the allowable building height. Demolition of former city hall buildings and the construction of a 130-room upscale hotel. Fire Station #2 to remain at current location.	3300 Newport Boulevard and 475 32 nd Street	Project approved by the City September 2014. Coastal Development Permit issued February 2016. Demolition and construction scheduled to start April 2016.	<ul style="list-style-type: none"> • General Plan Amendment • Coastal Land Use Plan Amendment • Zoning Code Amendment • Site Development Review • Conditional Use Permit • Ground Lease • Environmental Impact Report

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Table 4-1 Cumulative Projects for CEQA Analysis

Map No.	Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions
28	Westcliff Medical (PA2013-154)	Construction of two building and a three-level parking structure, an addition to an existing building, and the demolition of 25,339 square feet of building area. The project would result in four buildings totaling 73,722 square feet. The total amount of off-street parking would be 382 spaces.	2011, 2043, 2121, and 2131 Westcliff Drive. Bounded by Westcliff Drive, Irvine Avenue, and Sherington Place.	Class 32 CEQA exemption. June 19, 2014: Planning Commission Approved. Demo permit issued September 2014.	<ul style="list-style-type: none"> • Site Development Review • Traffic Study • Lot Merger
29	Lido Villas (DART) (PA2012-146)	Request for the demolition of an existing church and office building and legislative approvals for the development of 23 attached three-story townhome condominiums.	3303 and 3355 Via Lido Generally bounded by Via Lido, Via Oporto, and Via Malaga.	Application approved November 12, 2013. CLUP Amendment approved by CCC on March 12, 2014. CDP application Approved by CCC on 10/09/2014. Submitted for plan check December 22, 2014, building permit approval pending recordation of tract map.	<ul style="list-style-type: none"> • General Plan Amendment • Coastal Land Use Plan Amendment • Zoning Code Amendment • Planned Community Development Plan • Site Development Review • IS/Mitigated Negative Declaration • Tentative Tract Map
30	Villas at Fashion Island (formerly San Joaquin Plaza Apartments) (PA2012-020)	Amendment to the North Newport Center Planned Community (NNCPC), which is the zoning document that establishes land uses, development standards, and procedures for development within seven sub-areas of the Newport Center Area of the City. Primarily the request involves increasing the residential development allocation within the NNCPC from 430 dwelling units to a total of 524 dwelling units (increase of 94 units) and allocating the units to the San Joaquin Plaza sub-area.	1101 San Joaquin Hills Road	The project was approved by the City Council on August 14, 2012. Under construction.	<ul style="list-style-type: none"> • Transfer of Development • Planned Community Text Amendment • Development Agreement • Traffic Study

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Table 4-1 Cumulative Projects for CEQA Analysis

Map No.	Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions
31	Uptown Newport Mixed Use Development (PA2011-134)	Development of 1,244 residential units and 11,500 sf. of commercial retail	4311 & 4321 Jamboree Rd	EIR, Tentative Tract Map, Traffic Study, and AHIP were approved by City Council on 2/26/2013. The PC Development Plan and Development Agreement were approved on 3/12/2013. Rough grading plans have been issued for Phase 1 development.	<ul style="list-style-type: none"> • PC Development Plan Amendment and Adoption • Tentative Tract Map • Traffic Study (TPO) • AHIP • DA • Airport Land Use Commission • Environmental Impact Report
32	MacArthur at Dolphin-Striker Way (PA2010-135)	Demolition of a 7,996-sf restaurant and development of 12,351 sf commercial retail.	4221 Dolphin-Striker Way	Approved by the City Council on October 25, 2011. PC Development Plan approved on November 22, 2011. The project is completed. The freestanding building pad is constructed but not occupied.	<ul style="list-style-type: none"> • PC Development Plan Amendment • Transfer of Development Rights • Traffic Study (TPO) • CUP • Waiver of DA • Modification Permit • Mitigated Negative Declaration
33	10 Big Canyon (PA2010-092)	Mitigated Negative Declaration for rough grading for development of a single-family residence.	10 Big Canyon	IS/MND approved 12/20/2011. Project has not been constructed.	<ul style="list-style-type: none"> • IS/MND
34	D.I.S.C. 3501 Jamboree Rd and 301 Bayview Circle (PA2010-062)	Amendment to Bayview Planned Community (PC-32) text to add outpatient surgery and medical office as permitted uses and to add a parking requirement of 1/200 square feet for such uses. Includes Traffic study pursuant to TPO for conversion of 38, 759 square feet of general office and retail to outpatient surgical center.	3501 Jamboree Rd. and 301 Bayview Circle	On June 22, 2010 City Council approved Resolution No. 2010-070 finding that Traffic Study No. TS2010-002 complies with the TPO and on July 6, 2010 approved Ordinance No. 2010-12 approving Planned Community Amendment No. PD2010-004.	<ul style="list-style-type: none"> • PC Amendment • Traffic Study complies with TPO

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Table 4-1 Cumulative Projects for CEQA Analysis

Map No.	Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions
35	Plaza Corona del Mar (PA2010-061)	Development of 1,750 sf new office space and six (6) detached townhomes.	3900-3928 East Coast Highway	Application approved by Planning Commission on 1/03/13. Staff Approval No. SA2013-015 (PA2013-245) approved December 10, 2013 and Staff Approval No. SA2014-April 10, 2015 to allow the reconstruction of Gallo's and reduction of commercial scope. Submitted for plan check June 30, 2014. CEQA Class 32 exemption.	<ul style="list-style-type: none"> • Site Development Review • Variance • Conditional Use Permit • Tentative Tract Map • Modification Permit
36	Newport Beach Country Club Inc. (PA2008-152)	Demolition of existing golf course and clubhouse to construct of a new 51,213 sf golf clubhouse and ancillary facilities including a cart barn and bag storage.	1600 -East Coast Highway; northwest of Pacific Coast Highway and Newport Center Drive	This project was approved by the City Council on 02/28/2012. CDP issued 12/12/12, Amended 09/3/14. Under construction. Anticipated completion date is at the end of 2015. Permits issued December, 2014.	<ul style="list-style-type: none"> • General Plan Amendment • Planned Community (PC) Text Adoption • Temporary Use Permit • Development Agreement • CDP (CCC) • Mitigated Negative Declaration
37	Old Newport GPA Project (PA2008-047)	Demolition of 3 existing buildings to construct a new 25,000-sf medical office building.	328, 332, and 340 Old Newport Blvd	IS/MND and project approved on March 9, 2010. Demolition and grading permits issued March 6, 2015.	<ul style="list-style-type: none"> • Modification Permit • Traffic Study • Use Permit • GP Amendment • Mitigated Negative Declaration

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Table 4-1 Cumulative Projects for CEQA Analysis

Map No.	Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions
38	Marina Park Project (PA2008-040)	Development includes a public park and beach with recreational facilities; restrooms; a new Girl Scout House; a public short-term visiting vessel marina and sailing center; and a new community center with classrooms, and ancillary office space.	1600 Balboa Blvd; west of 15 th St and east of 19 th St	The Final EIR was certified and the project approved by the City on May 11, 2010. The project is complete.	<ul style="list-style-type: none"> • EIR • General Construction Activity Storm Water (NPDES) Permit (RWQCB) • CDP (CCC) • Section 401 Certification (RWQCB) • 404 Permit (ACOE)
39	Hoag Memorial Hospital Presbyterian Master Plan Update Project (PA2007-073)	Reallocation of up to 225,000 sf of previously approved (but not constructed) square footage from the Lower Campus to the Upper Campus.	1 Hoag Dr; northwest of West Coast Hwy and Newport Blvd	Final EIR certified and project approved on May 13, 2008. No new major development has been constructed or is planned in the near future.	<ul style="list-style-type: none"> • EIR • GP Amendment • Planned Community Development Plan (PC) Text Amendment • Development Agreement Amendment • CDP (CCC)
40	Koll Center Office Building (PA2006-095) (PA2007-046)	A request construct a 21,311 square foot, two-story office building over a subterranean parking garage on a 1.49-acre site	4450 MacArthur Boulevard	MND and project approval in January 2007. Under construction, building permits issued March, 2014.	<ul style="list-style-type: none"> • General Plan Amendment • Planned Community Development Plan Amendment • Tentative Parcel Map • Mitigated Negative Declaration
41	AERIE Project (PA2005-196)	Residential development including the following: (a) the demolition of the existing residential structures on the 1.4-acre site; (b) the development of 8 residential condominium units; and (c) the replacement, reconfiguration, and expansion of the existing gangway platform, pier walkway, and dock facilities on the site.	201-207 Carnation Ave and 101 Bayside Pl; southwest of Bayside Drive between Bayside Pl and Carnation Ave, Corona del Mar	Final EIR was certified and project approved by the City on July 14, 2009. A CDP has been approved by the Coastal Commission. Project is under construction with completion anticipated by the end of 2016.	<ul style="list-style-type: none"> • EIR • GP Amendment • Coastal Land Use Plan (CLUP) Amendment • Zone Change • Tract Map • Modification Permit • CDP (CCC)

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Table 4-1 Cumulative Projects for CEQA Analysis

Map No.	Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions
42	Meridian (Santa Barbara) Condominiums Project (PA2004-169)	79 condominium units totaling approximately 205,232 net sf; approximately 97,231 gross sf of subterranean parking structures for a total of 201 parking spaces on site; approximately 79,140 sf of open space and approximately 21,300 sf of recreational area.	Santa Barbara Drive west of Fashion Island (900 Newport Center Drive) and 1001 Santa Barbara Drive	IS/MND and project approved in January 2006. The CDP has been approved by the Coastal Commission. Phase 1 (26 units) is completed. It is anticipated that Phase 2 (53 units) to be completed by the end of 2015.	<ul style="list-style-type: none"> • IS/MND • GP Amendment • CLUP Amendment • Code Amendment • Parcel Map • TTM • Modification Permit • CDP (CCC)
43	Newport Marina – ETCO Development (PA2001-210)	A mixed use development consisting of 27 residential units and approximately 36,000 square feet of retail and office uses	2300 Newport Boulevard	FEIR certified in February 2006. Tentative Tract Map extended in October 2010. The project is under construction and is anticipated to be complete by the end of 2016.	<ul style="list-style-type: none"> • Site Plan Review • Use Permit • Tentative Tract Map • Environmental Impact Report
44	Mariner's Pointe (PA2010-114)	A 19,905-sf, two-story commercial building and a three-story parking structure.	200-300 West Coast Highway	An IS/MND was released for public review on April 11, 2011. The MND was certified and the project approved by the City Council on August 9, 2011. Construction completed on October 30, 2014, and tenants are beginning to occupy suites. (16% occupied, 29% TI in process, 55% vacant).	<ul style="list-style-type: none"> • GP Amendment • Code Amendment • CUP • Variance • Site Development Review • Traffic Study • Mitigated Negative Declaration
45	Newport Business Plaza Project (PA2008-164)	Demolition of 2 existing connected buildings to construct a new 46,044 gross square foot business plaza.	4699 Jamboree Road and 5190 Campus Drive	The City Council approved the project on January 25, 2011. The project has not been constructed.	<ul style="list-style-type: none"> • GP Amendment • PC text amendment • Tentative Parcel Map • Mitigated Negative Declaration

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Table 4-1 Cumulative Projects for CEQA Analysis

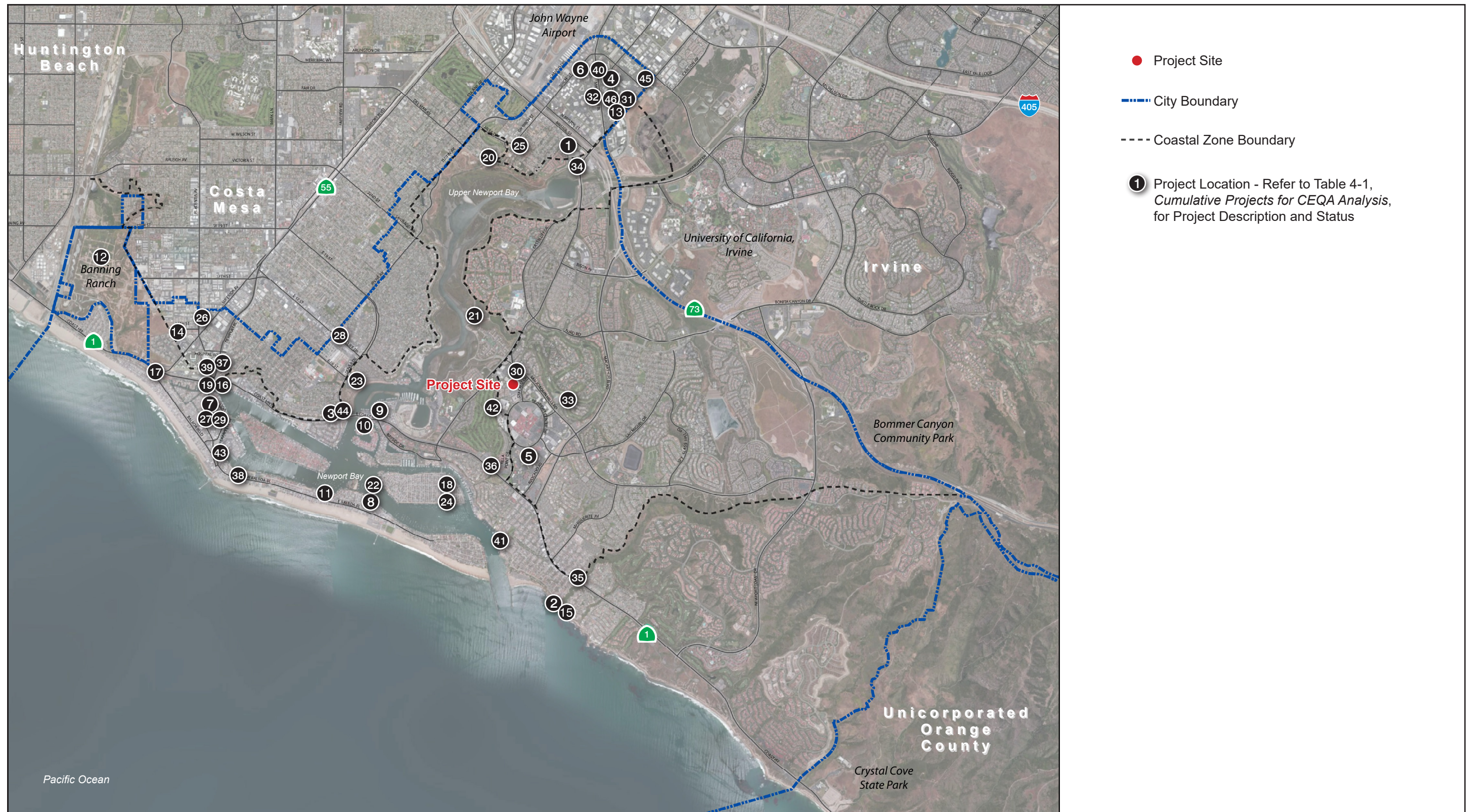
Map No.	Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions
46	PRES Office Building B Project (PA2007-213)	Increase the maximum allowable entitlement by 11,544 gross sf; increase the maximum allowable entitlement in office suite B by 9,917 net sf to allow for development of a new 2-level office building over a ground-level parking structure.	4300 Von Karman Ave	An IS/MND was released for public review on May 19, 2010. The MND was certified and the project approved by the City Council on February 22, 2011. Project has not been constructed.	<ul style="list-style-type: none"> • GP Amendment • PC Text Amendment • Parcel Map • Mitigated Negative Declaration

AELUP: Airport Environs Land Use Plan; CDP: Coastal Development Permit; CUP: Conditional Use Permit; cy: cubic yards; DA: Development Agreement; DTSP: Downtown Specific Plan; EIR: Environmental Impact Report; FAA: Federal Aviation Administration; GPA: General Plan Amendment; gsf: gross square feet; HBGS: Huntington Beach Generating Station; I-405: Interstate 405 freeway; IBC: Irvine Business Complex; IS: Initial Study; ITC: Irvine Technology Center; LAFCO: Local Agency Formation Commission; LCP: Local Coastal Program; MCAS: Marine Corps Air Station; MND: Mitigated Negative Declaration; ND: Negative Declaration; PA: Planning Area; PC: Planned Community; sf: square feet; SP: Specific Plan; SR-73: State Route 73; TDR: transfer of development rights; TPM: Tentative Parcel Map; TTM: Tentative Tract Map; VTTM: Vesting Tentative Tract Map; ZC: Zone Change

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Figure 4-3 - Cumulative Projects Location Map
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Cumulative impact analyses for several topical sections are also based on the most appropriate geographic boundary for the respective impact. For example, cumulative hydrological impacts are based on the areas watershed (Newport Bay Watershed), and wastewater impacts are based on the Orange County Sanitation District's service boundary, which includes other jurisdictions in addition to Newport Beach. The approach is further discussed below and in each respective topical section. Several potential cumulative impacts that encompass regional boundaries (e.g., air quality, greenhouse gases, traffic) have been addressed in the context of various regional plans and defined significance thresholds. Following is a summary of the approach and extent of cumulative impacts, which are further detailed in each topical environmental section:

- **Aesthetics.** Cumulative impacts consider the potential for the project and related projects to impact scenic resources in the City, including scenic viewsheds and landforms; open space; assessment of area-wide vistas (e.g. Pacific Coast Highway, Newport Bay, and Saddleback Mountain); and coastal view roads.
- **Air Quality.** Air quality impacts are both regional impacts and localized impacts. For cumulative impacts, the analysis is based on the regional boundaries of the South Coast Air Basin.
- **Cultural Resources.** Cumulative impacts consider the potential for the proposed project in conjunction with related development projects to result in compounded impacts on cultural resources in the area within a one-half-mile radius for historical, archaeological and paleontological resources, and for tribal cultural resources significant to local Native American tribes.
- **Geology and Soils.** Geologic and soils impacts are site specific and generally do not combine to result in cumulative impacts.
- **Greenhouse Gas (GHG) Emissions.** GHG emissions impacts are not site-specific impacts but cumulative impacts. Therefore, the analysis in Section 5.5 is the project's cumulative contribution to GHG emissions impact.
- **Hazards and Hazardous Materials.** Impacts are site specific and would not combine with impacts of other projects to result in cumulatively considerable impacts.
- **Hydrology and Water Quality.** Cumulative hydrological impacts are based on the boundaries of the Newport Bay Watershed, and cumulative water quality impacts are based on the boundaries of the Santa Ana Regional Water Quality Control Board's jurisdiction.
- **Land Use and Planning.** Cumulative impacts are based on applicable jurisdictional boundaries and related plans, including the City of Newport Beach General Plan, and regional land use plans (e.g., SCAG's RTP/SCS).
- **Noise.** Cumulative noise impacts are based on the traffic study, which considers the regional growth based on citywide and regional projections.

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- **Population and Housing.** Cumulative impacts are based on regional demographic patterns identified in regional plans (e.g., SCAG's RTP/SCS).
- **Public Services.** Cumulative impacts are based on potential related development within each service provider's boundaries—Newport Beach Fire Department, Newport Beach Police Department, Newport Mesa Unified School District, and Newport Beach Public Library.
- **Recreation.** Cumulative impacts are assessed relative to City of Newport Beach standards and are based on impacts within the City's boundaries.
- **Transportation and Traffic.** The traffic study considers both project-specific and the project's cumulative contribution to traffic in project vicinity. The analysis is based on a regional transportation demand model and incorporates regional growth projections identified by SCAG.
- **Utilities and Service Systems.** Water supply and distribution systems cumulative impacts would be contiguous with the City's Municipal Operations Department Water Systems Services service area. Wastewater conveyance and treatment would be contiguous with the City's Wastewater Division and Orange County Sanitation District's service areas. Storm drainage systems would be contiguous with the Newport Bay watershed and Orange County Flood Control Division of the Orange County Public Works Department service area. Solid waste collection and disposal services would be contiguous with the City's Refuse Division and Orange County Waste & Recycling service areas. Natural gas and electricity services would be contiguous with the Southern California Gas Company and Southern California Edison service areas.

4.5 REFERENCES

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