SEPTEMBER 2010

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Orange Coast College Maritime Training Center

Lead Agency:

Coast Community College District

1370 Adams Avenue

Costa Mesa, California 92626

Contact: **Dr. Ding-Jo H. Currie**

714.438.4600

Prepared By:

RBF Consulting

14725 Alton Parkway

Irvine, California 92618

Contact: **Ms. Collette Morse, AICP**

949.472.3505

PUBLIC REVIEW DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Coast Community College District
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LEAD AGENCY:

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Mr. Alan Ashimine
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September 2010

JN 10-106619

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1.0 INTRODUCTION

The proposed Orange Coast College (OCC) Maritime Training Center Project (herein referenced as the "project") involves the implementation of an educational facility focusing on sailing, marine safety, seamanship, and vocational maritime studies. The project would serve as an expansion of OCC's existing School of Sailing and Seamanship (SSS) located within the City of Newport Beach (City). Following a preliminary review of the proposed project, the Coast Community College District (CCCD) has determined that it is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with Sections 15051 and 15367 of the California Code of Regulations (CCR), the CCCD is identified as the Lead Agency for the proposed project. Under the CEQA (Public Resources Code Section 21000-21177) and pursuant to Section 15063 of the CCR, the CCCD is required to undertake the preparation of an Initial Study to determine if the proposed project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration. Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (Section 21080(c), Public Resources Code).

The environmental documentation, which is ultimately selected by the CCCD in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

The environmental documentation and supporting analysis is subject to a public review period. During this review, public agency comments on the document relative to environmental issues should be addressed to the CCCD. Following review of any comments received, the CCCD will consider these comments as a part of the project's environmental review and include them with the Initial Study documentation for consideration by the CCCD.

1.2 PURPOSE

Section 15063 of the CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;

- Discussion of ways to mitigate significant effects identified, if any;
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

1.3 CONSULTATION

As soon as the Lead Agency (in this case, the CCCD) has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, in order to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings. Following completion of this Initial Study, the Lead Agency initiates formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines.

1.4 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study, and are incorporated into this document by reference. These documents are available for review at the CCCD's District Office located at 1370 Adams Avenue, Costa Mesa, CA 92626 and/or the City of Newport Beach Planning Department located at 3300 Newport Boulevard, Newport Beach, CA 92663.

- *City of Newport Beach General Plan* (approved by the electorate November 7, 2006). The *City of Newport Beach General Plan* (*General Plan*) is the long-range guide for growth and development within the City. The *General Plan* also provides guidance to preserve the qualities that define the natural and built environment. Specific goals and policies address the enhancement of open space, marine and harbor uses, historic and cultural resources, and recreational facilities. Other portions of the *General Plan* provide strategies to protect residents and businesses from adverse impacts such as noise and safety hazards. The *General Plan* is also a tool to help City staff, City Commissions, and the City Council make land use and public investment decisions, and provides the framework for the City's *Zoning Ordinance*. It identifies the economic development, transportation improvements, community service and facility improvements, and environmental programs needed to sustain and improve the quality of life in the City.
- *City of Newport Beach General Plan Final Environmental Impact Report* (July 2006). The *City of Newport Beach General Plan Final Environmental Impact Report* (*General Plan EIR*) reviews the existing conditions of the City, analyzes potential environmental impacts from implementation of the *General Plan*, identifies policies from the proposed *General Plan* that serve to reduce and minimize impacts, and identifies additional mitigation measures, if necessary, to reduce potentially significant impacts of the *General Plan*. Based on analysis provided within the *General Plan EIR*, buildout of the *General Plan* was found to result in significant and unavoidable impacts related to aesthetics and visual quality, air quality, cultural resources, noise, population and housing, and transportation/traffic.
- *City of Newport Beach Municipal Code and Zoning Ordinance* (revised April 13, 2010). The *City of Newport Beach Municipal Code* provides regulations for governmental operations, development, infrastructure, public safety, and business operations within the City. Title 20, Planning and Zoning, of the *City of Newport Beach Municipal Code* represents the City's *Zoning Ordinance*. The *Zoning Ordinance* is intended to promote the growth of the City in an

orderly manner and to promote and protect the public health, safety, peace, comfort and general welfare within the City. It is also intended to protect the character and social and economic vitality of all districts within the City, and to assure the orderly and beneficial development of such areas.

- *Rocky Point Pump Station Replacement Project Draft Environmental Impact Report, SCH# 2003111056* (June 2004). The proposed OCC Maritime Training Center site lies within the study area analyzed within the Orange County Sanitation District's (OCSD) *Rocky Point Pump Station Replacement Project Draft EIR*. The EIR analyzed the impacts associated with upgrading an aging wastewater pump station with a new pump station providing additional capacity and reliability. The replacement pump will consist of an underground wet well/pump room and aboveground electrical control building. This EIR provides site-specific information regarding existing conditions, project impacts, and applicable mitigation measures. The analysis within the EIR concluded that the Rocky Point Pump Station Replacement Project would not result in any unavoidable significant impacts after implementation of recommended mitigation measures. The project is currently under construction, and is expected to be complete in June 2011.

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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

Regionally, the project site is located in the City of Newport Beach (City), within the County of Orange; refer to *Exhibit 1*, *Regional Vicinity*. Locally, the project site is located at and adjacent to 1700 West Coast Highway (State Route 1), within the southwestern portion of the City. Lido Channel and Lido Island are located immediately to the south. State Route 55 is located approximately ¾-mile west of the project site, refer to *Exhibit 2*, *Local Vicinity*.

2.2 ENVIRONMENTAL SETTING

2.2.1 EXISTING LAND USES

The project site is currently owned by the Orange County Sanitation District (OCSD), and is being utilized as a staging area for construction of the Rocky Point Pump Station (RPPS), located immediately west of the project site. As part of the ongoing RPPS construction, two buildings on the proposed project site were demolished in early 2010 (1730 and 1800 West Coast Highway). One structure (1700 West Coast Highway) was left in place in order to provide temporary office space for RPPS construction personnel. As part of completion of the RPPS project, the 1700 West Coast Highway building will be demolished, leaving the entire project site vacant.

South of the project site across West Coast Highway is the existing Orange Coast College (OCC) School of Sailing & Seamanship (SSS). The OCC SSS facility is among the nation's largest public boating education programs, offering courses in sailing, powerboating, seamanship, and navigation. On-site facilities include offices, docks, work shops, classrooms, and a nautical library. The existing OCC SSS is approximately 0.96 acres in size, and is located at 1801 West Coast Highway. It is operated under a long-term lease from the County of Orange.

2.2.2 SURROUNDING LAND USES

The project site is surrounded by a bluff with single-family residential uses and the Kings Road Park to the north (these uses are situated above the project site), the OCSD RPPS site to the west, West Coast Highway (a major six-lane divided roadway) to the south, and retail/commercial uses to the east.

The existing OCC SSS is surrounded by West Coast Highway to the north, boating-related commercial uses to the west, Lido Channel to the south, and the Balboa Bay Club to the east.

2.3 EXISTING ZONING AND GENERAL PLAN

The project site is designated "Public Facilities" (PF) and "General Commercial" (CG 0.3) by the *City of Newport Beach General Plan* (*General Plan*), and "Retail Service Commercial, Mariner's Mile Overlay District" (RSC-MM) by the *City of Newport Beach Zoning Code* (*Zoning Code*).

The existing OCC SSS is designated "Public Facilities" (PF) by the *General Plan* and "Balboa Bay Club, Mariner's Mile Overlay District" (PC-45-MM) by the *Zoning Code*.

✱ - Project Site

NOT TO SCALE

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ORANGE COAST COLLEGE MARITIME TRAINING CENTER

Regional Vicinity

Exhibit 1

Source: Thomas Brothers Maps.

✱ - Project Site

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ORANGE COAST COLLEGE MARITIME TRAINING CENTER

Local Vicinity

Exhibit 2

2.4 PROJECT BACKGROUND

The existing OCC SSS was originally created in the 1960s when the OCC Crew program first leased the bay-front parcel on Mariner's Mile from the County of Orange. Expansions in 1970 and 1975 replaced the original boat storage sheds with modern open bays, housing equipment, and support facilities for the growing rowing and sailing programs. Spurred by phenomenal growth of sailing classes and other water-oriented instructional programs, a second-story addition followed in 1988, providing much-needed classroom and office space. An additional expansion, completed in 1999, added a nautical library, elevator, meeting/study spaces, and administrative offices.

The most recent expansion at the OCC SSS occurred in 2009, when a major renovation to the facility's crew and sailing repair shop areas was performed. This project included new training and exercise space, separate-gender locker rooms, coaches' offices and additional rowing equipment storage. Sailing repair shop improvements included a new repair bay, shop spaces, and an office/tool room. Access to West Coast Highway and waterfront activities was enhanced with new Americans with Disabilities Act (ADA)-compliant stairs, decks, and a public plaza. Additional parking was also created to serve the expanded facility.

The OCC SSS provides access to the water and a wide variety of instructional and practical training programs for both students enrolled at OCC and the general public. The site also serves as the historical home base for OCC's collegiate Rowing and Sailing teams. A fleet of sailing and power yachts offer a unique, real-world, "on the water" learning experience and valuable hands-on contact with state-of-the art marine equipment.

A substantial increase in the popularity and enrollment in the educational and training programs at the OCC SSS has created constraints in conducting day-to-day educational activities. The existing facility is not large enough to efficiently and conveniently accommodate existing demand. Classes and equipment must frequently be moved to whatever space may be available at the moment due to lack of sufficient classroom and storage space. Thus, the proposed project is anticipated to provide for additional space to more efficiently/conveniently conduct existing operations. In addition, the CCCD intends to add several new courses and seminars to its curriculum through addition of the Maritime Training Center.

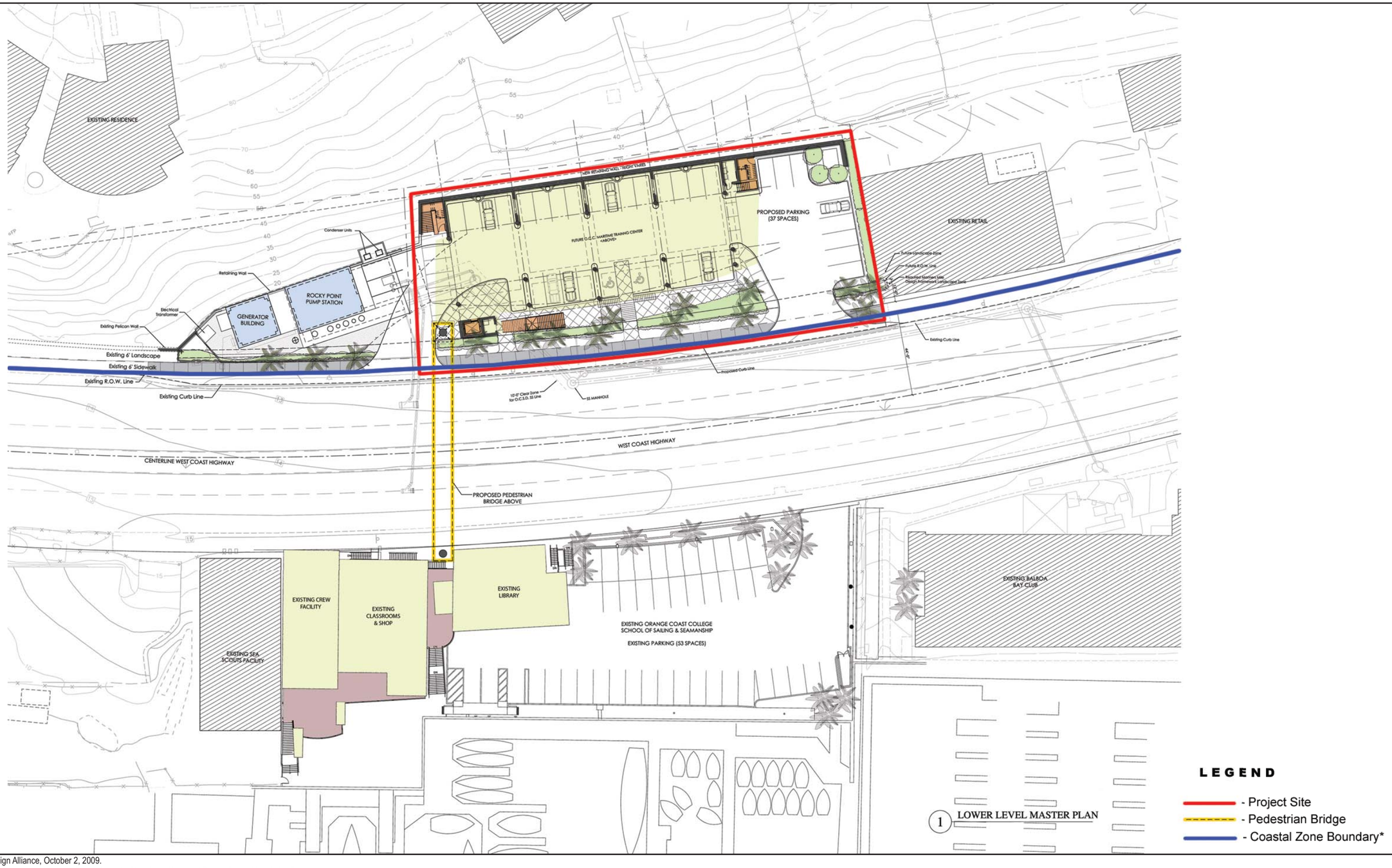
The proposed project, described below, is part of the CCCD's *Master Vision Plan* for the existing OCC SSS. It is CCCD's intent to create one of the most comprehensive, diversified, and integrated collegiate settings for maritime studies in the United States. The goal of the *Master Vision Plan* is to create a publicly-accessible, highly-integrated waterfront campus devoted to the curricula, teaching, and practical instruction in the areas of sailing, marine safety, seamanship, and vocational maritime studies. In addition, the proposed project has been designed to comply with and support policies of the California Coastal Act of 1976 (*California Public Resources Code* Section 30000 et seq.). Project benefits relating to the California Coastal Act in regards to coastal access and recreation are further described below and within Section 4.10, Land Use and Planning.

2.5 PROJECT CHARACTERISTICS

The OCC Maritime Training Center fulfills the goals of the *Master Vision Plan*, and is comprised of two primary facilities:

1) The OCC Maritime Training Center; and
2) A pedestrian bridge that will cross over West Coast Highway, connecting the proposed OCC Maritime Training Center to the existing OCC SSS.

These improvements are shown in *Exhibit 3*, *Conceptual Master Plan*, and *Exhibit 4*, *Site Section Looking West* and are discussed in detail below.



Source: City Lights Design Alliance, October 2, 2009.
*Coastal Zone Boundary location based upon Figure 2.1.4-1 of the City of Newport Beach Coastal Land Use Plan.

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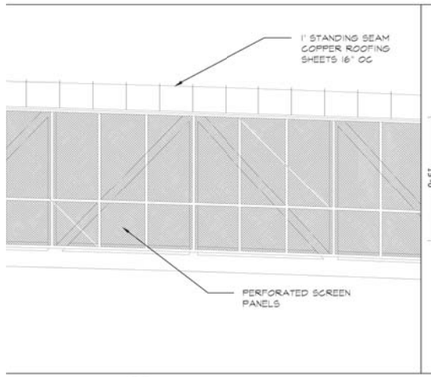
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ORANGE COAST COLLEGE MARITIME TRAINING CENTER

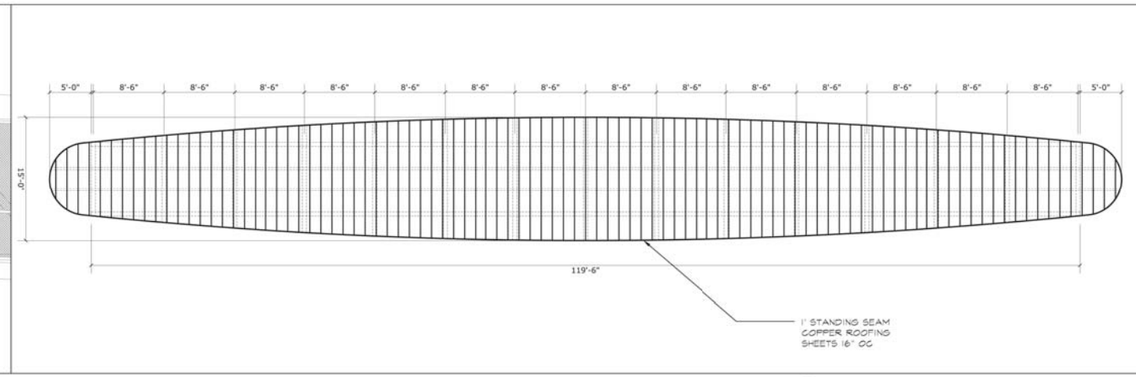
Conceptual Master Plan

Exhibit 3

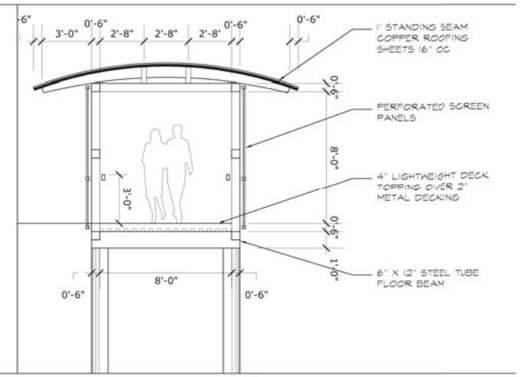
Back of 11” x 17” Color Exhibit



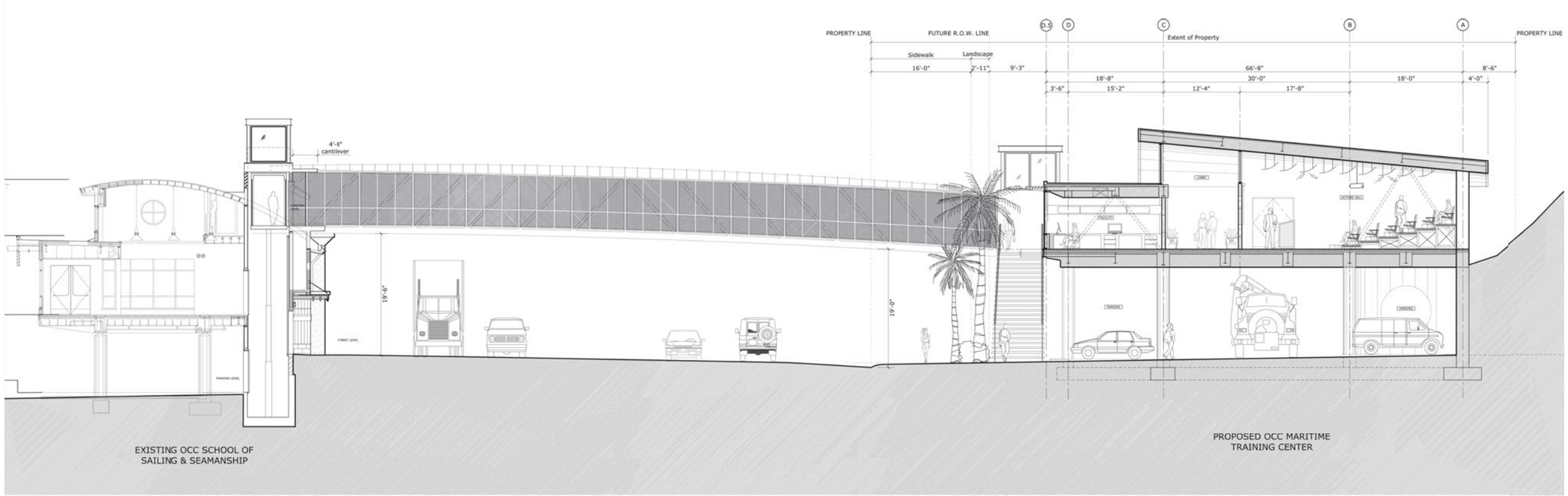
4 PARTIAL BRIDGE ELEVATION



3 BRIDGE ROOF PLAN



2 BRIDGE SECTION



1 SITE SECTION LOOKING WEST

Source: City Lights Design Alliance, October 2, 2009.
Note: Design features are conceptual in nature and subject to change based upon final design and consultation with State and local agencies.

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ORANGE COAST COLLEGE MARITIME TRAINING CENTER

Site Section Looking West

Exhibit 4

Back of 11” x 17” B&W Exhibit

The proposed pedestrian bridge will provide for a publicly-accessible pedestrian connection between the proposed OCC Maritime Training Center and the existing OCC SSS, located at 1801 West Coast Highway.

The CCCD has entered into a Purchase Option Agreement with OCSD with the intent to purchase the approximately 0.53-acre Maritime Training Center parcel from OCSD, once construction of the adjacent RPPS is complete.

2.5.1 OCC MARITIME TRAINING CENTER

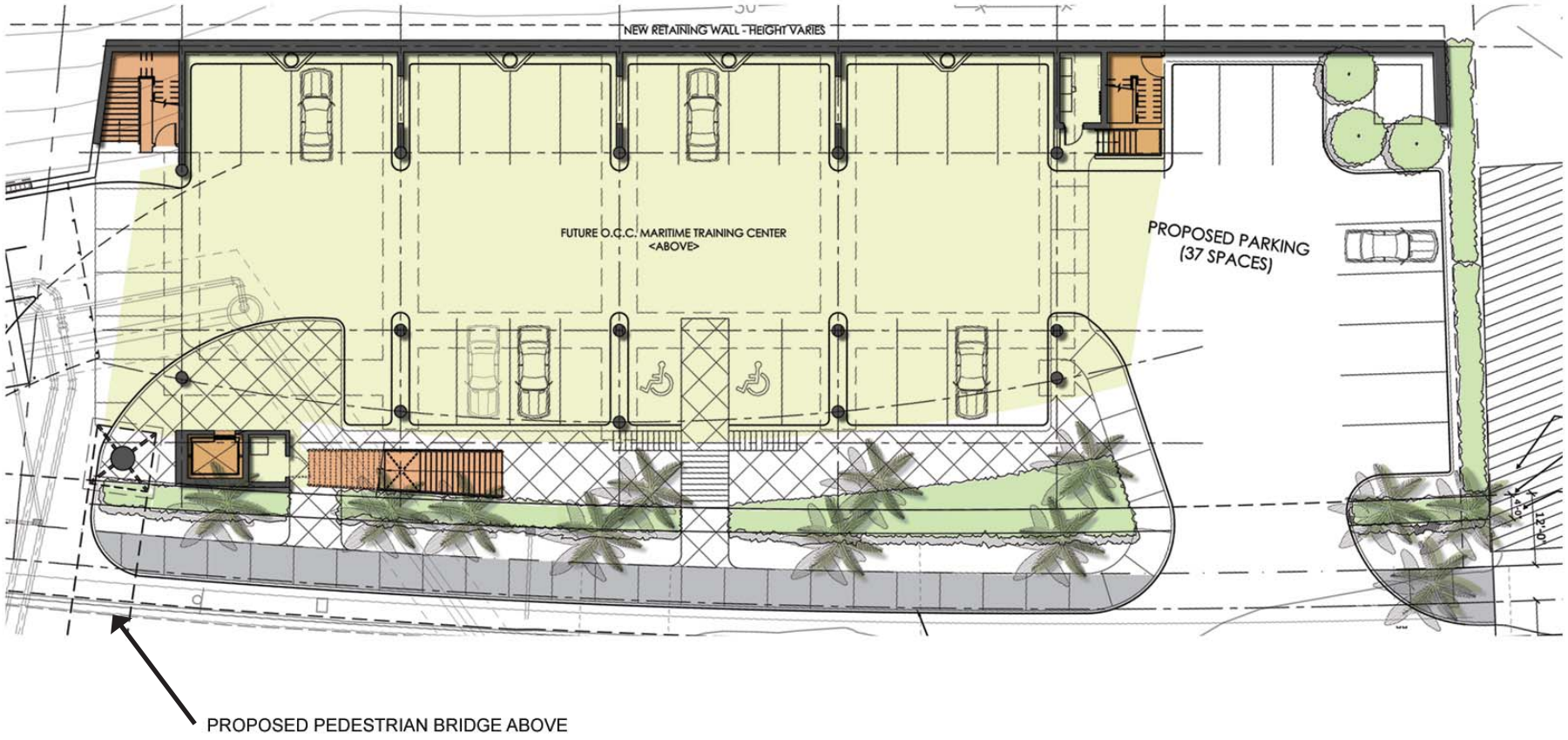
The proposed OCC Maritime Training Center will be constructed on the north (inland) side of West Coast Highway, on property owned currently by the OCSD. Subsequent to acquiring the 0.53-acre parcel from OCSD, the CCCD will construct a two-story facility with approximately 10,000 gross square feet of teaching, learning, and lecture space. First-floor improvements will consist of parking facilities and ancillary improvements, while the second story will include educational and training facilities.

First-floor improvements will consist of the following primary facilities (refer to *Exhibit 5*, *Lower Level Floor Plan Detail*):

- 37 parking spaces, of which two spaces will be ADA–compliant. In a cooperative agreement with the OCSD, several additional parking spaces will be provided for the storage of OCSD vehicles and equipment;
- Landscaping along the West Coast Highway frontage and the eastern boundary of the facility. It should be noted that, as part of the RPPS project, the OCSD will be responsible for sidewalk improvements along West Coast Highway that will already be in place prior to construction of the proposed project;
- Utilization of the building's northern wall to retain the existing bluff to the north of the site; and
- Minor ancillary facilities, such as storage rooms, utility/machine rooms, nighttime security lighting, signage, bicycle racks, an elevator, and decorative/architectural features.

Primary second-floor improvements will consist of the following educational and training facilities (refer to *Exhibit 6*, *Upper Level Floor Plan Detail*):

- One 1,275 square-foot classroom facility with a 20-seat capacity;
- A second 1,244 square-foot classroom facility with a 24-seat capacity;
- A 1,554 square-foot lecture hall with a 110-seat capacity;
- A 557 square-foot full mission bridge simulator room;
- 401 square feet of administrative/program office area;
- 422 square feet of faculty office area for up to four shared faculty;
- A 333 square-foot lounge/study area;
- A 475 square-foot, 11-station radar training room;
- A 565 square-foot seminar/conference room with 22 seats;
- A 2,092 square-foot lobby with associated vestibules and exit ways;



Source: City Lights Design Alliance, October 2, 2009.

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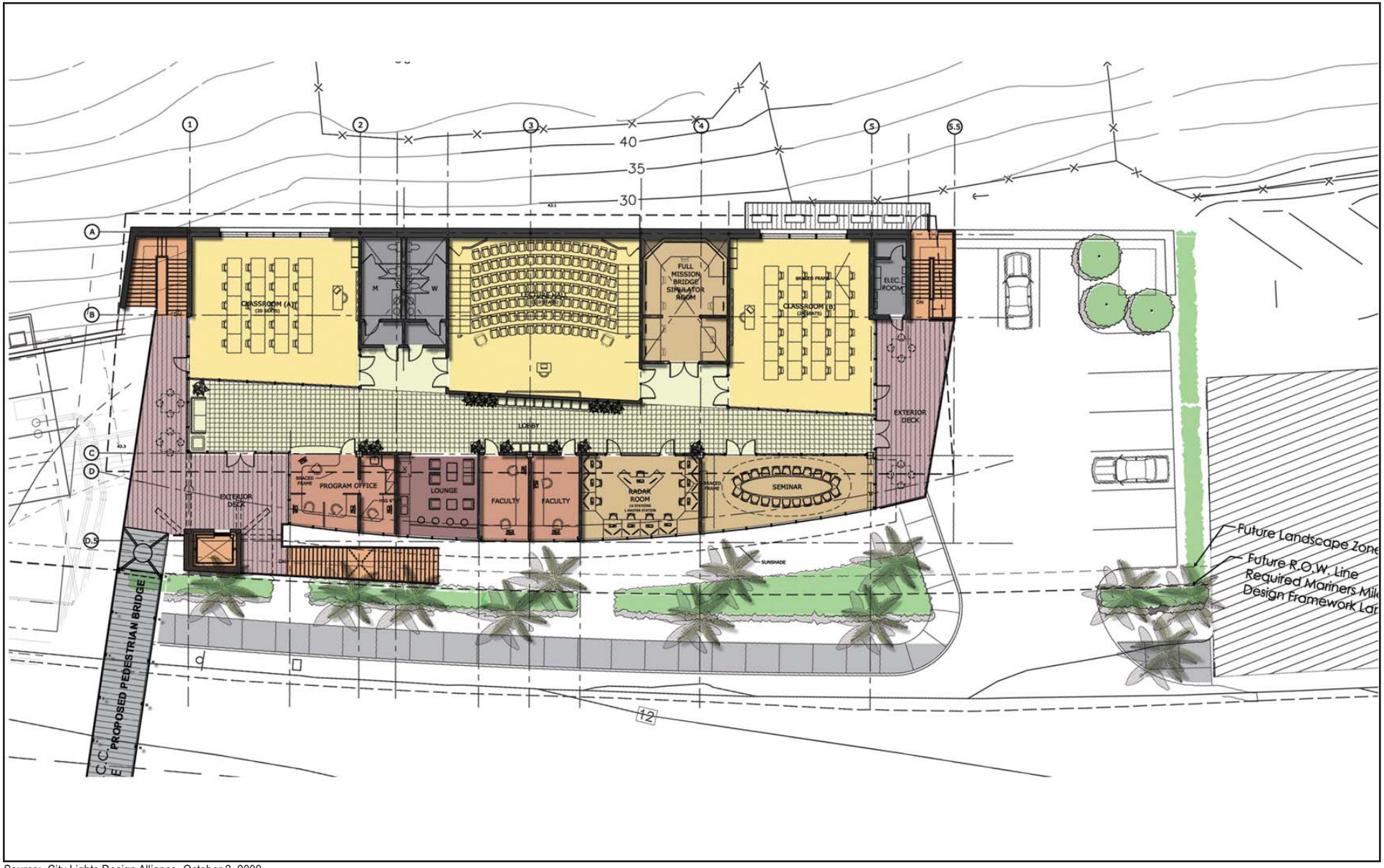
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ORANGE COAST COLLEGE MARITIME TRAINING CENTER

Lower Level Floor Plan Detail

Exhibit 5



Source: City Lights Design Alliance, October 2, 2009.

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ORANGE COAST COLLEGE MARITIME TRAINING CENTER

Upper Level Floor Plan Detail

Exhibit 6

- Two exterior outdoor decks on the eastern and western perimeters of the second floor; and
- Ancillary facilities, such as an electrical room and restroom facilities.

The facility will be equipped with an ADA-compliant elevator, located within the southwestern corner of the structure. In addition, the building will include three staircases: one each on the northwestern and northeastern corners of the building, and one on the West Coast Highway frontage.

The proposed OCC Maritime Training Center will be designed with architectural design features and aesthetic enhancements intended to be compatible with the existing OCC SSS, adjacent RPPS (under construction), and the City of Newport Beach's Mariner's Mile Design Framework. Specific architectural and design elements will include:

- Clean rooflines, parking beneath the building, underground utilities, screened mechanical equipment and curved, weathered-copper roofs to provide enhanced aesthetics;
- Harmonious building colors and materials consistent with existing surrounding facilities and a "nautical theme" to contribute to the overall visual continuity and coherence of the *Master Vision Plan* and Mariner's Mile corridor;
- Broad roof overhangs and sunshades will shelter decks and shade windows to promote energy conservation. The roof will be tucked-down to the rear to provide scale compatibility with existing residential uses to the north;
- Purposeful lighting and shielded fixtures to contain nighttime lighting on-site (zero glare spill-off); and
- Landscaping per the Mariner's Mile Design Framework on the West Coast Highway frontage and eastern edges to provide a new "civic face" to the site and contribute to design continuity along Mariner's Mile.

By implementing a facility that supports recreational boating opportunities within the site vicinity, the project supports Section 30234 of the California Coast Act. Section 30234 encourages the protection and/or upgrade of recreational boating facilities along the coast. Refer to Section 4.10, Land Use and Planning, for a detailed analysis of project consistency with the California Coastal Act.

2.5.2 WEST COAST HIGHWAY PEDESTRIAN BRIDGE

The OCC Maritime Training Facility will include a proposed pedestrian bridge over West Coast Highway in order to connect the proposed structure to the existing OCC SSS. This future pedestrian bridge will be accessible to the public, and will provide connectivity between the two facilities in order to maintain a cohesive maritime campus. The existing OCC SSS will not be substantially altered by the proposed project, since only improvements along the West Coast Highway frontage are proposed. On both sides of the bridge, ancillary improvements that would be required would be the bridge footing, elevator shaft, stairway, and elevator/stairway landing.

The bottom of the proposed pedestrian bridge will vary between 19 and 20 feet over the roadway surface, and will span the West Coast Highway right-of-way (ROW). Footings will be located outside of and adjacent to the West Coast Highway ROW. The bridge will connect to the proposed OCC Maritime Training Facility at the southwestern corner of the building, and will connect to the OCC SSS between its existing library and classroom areas. The bridge structure will be approximately 12 feet wide, 120 feet long, and approximately 10 feet high from the bridge deck to the bridge canopy. The proposed bridge will require an encroachment permit from the California Department of Transportation (Caltrans), since West Coast Highway (State Route 1) is under Caltrans jurisdiction and the project will require construction within Caltrans ROW.

Like the proposed OCC Maritime Training Center, the proposed West Coast Highway pedestrian bridge will be designed with architectural design features and aesthetic enhancements intended to be compatible with surrounding uses, providing a lightweight, "nautical" character (refer to *Exhibit 4*, *Site Section Looking West*, *Exhibit 10*, *Eligible State Scenic Highway 1*, and *Exhibit 11*, *Eligible State Scenic Highway 2*. Specific architectural and design elements will include:

- A column-less, lightweight steel truss structure with a curved, weathered copper roof to harmonize architecturally with OCC buildings, providing an enhanced aesthetic character;
- Visual transparency to help create a distinctive landmark for Mariner's Mile; and
- Quality materials, details and controlled lighting to enhance pedestrian safety and experience.

Besides providing direct educational benefits for OCC users, the pedestrian bridge will also result in beneficial impacts related to coastal access. As stated above, the proposed bridge will be available for public use. Currently, the nearest West Coast Highway crosswalks in the site vicinity are located at Tustin Avenue (approximately 0.3-mile to the west) and the Balboa Bay Club (approximately 0.2-mile to the east). These two existing crossings are situated approximately one-half mile apart. Thus, the proposed pedestrian bridge will provide a new publicly-accessible crossing on West Coast Highway, generally at a mid-point between the two existing crossings at Tustin Avenue and the Balboa Bay Club. The creation of a new coastal access point would directly support Sections 30210 and 30211 of the California Coastal Act, which encourage maximizing access opportunities and minimizing any interference with coastal access caused by new development. Refer to Section 4.10, Land Use and Planning, for a detailed analysis of project consistency with the California Coastal Act.

2.5.3 PHASING

It is anticipated that construction of the proposed project will occur in two phases, with the first phase beginning in early 2012 (contingent upon available funding). These two phases include the following improvements:

- First Phase: The first phase of the proposed project will include the OCC Maritime Training Center. Specifically, this phase will construct the Maritime Training Center structure as described above, in addition to ancillary facilities such as landscaping and lighting.
- Second Phase: The second phase of the proposed project will consist of the pedestrian bridge and associated improvements, such as elevator towers and stairs to accommodate access to the bridge.

Construction of the first phase of the proposed project will last approximately 12 months, while construction of the second phase will last approximately six months. The time between completion of the first phase and initiation of the second phase will depend upon the availability of funding and changes in user demand at the existing OCC SSS.

2.6 PERMITS AND APPROVALS

The CCCD and other applicable agency approvals required for implementation of the project will include the following, among others:

Coast Community College District:

- California Environmental Quality Act Clearance
- Site Plan Review

California Coastal Commission:

- Coastal Development Permit[1, 2]

California Department of Transportation:

- Encroachment Permit

California Division of the State Architect

- Construction and Building Permits

County of Orange

- Land Lease Agreement Review

Orange County Sanitation District:

- Purchase Option Agreement

City of Newport Beach

- Site Plan Review (Fire, Planning, Public Works)
- Parcel Map for Lot Consolidation
- Traffic Phasing Ordinance Consistency Determination
- Approval In Concept – Coastal Development Permit[3]

[1] Since the City of Newport Beach does not have an adopted Local Coastal Program, the Coastal Development Permit (CDP) application for the proposed pedestrian bridge will be filed directly with the California Coastal Commission.
[2] The Coastal Zone boundary in the project area lies along the inland edge of the West Coast Highway ROW (refer to *Exhibit 3*, *Conceptual Master Plan*). Thus, the only project component within the Coastal Zone is the proposed pedestrian bridge. As part of the CDP process, the CCCD will consult with the California Coastal Commission to determine if all or portions of the project will be subject to CDP review.
[3] The City of Newport Beach requires "Approval In Concept" of conceptual plans prior to submittal of the CDP application to the California Coastal Commission.

3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1.	**Project Title:** Orange Coast College Maritime Training Center
2.	**Lead Agency Name and Address:** Coast Community College District 1370 Adams Avenue Costa Mesa, CA 92626
3.	**Contact Person and Phone Number:** Dr. Ding-Jo H. Currie Chancellor 714.438.4600
4.	**Project Location:** The project site is located within the southwestern portion of the City of Newport Beach, at and adjacent to 1700 West Coast Highway (Assessor's Parcel Numbers 049-222-31, -32, and -33).
5.	**Project Sponsor's Name and Address:** Coast Community College District 1370 Adams Avenue Costa Mesa, CA 92626
6.	**General Plan Designation:** The *City of Newport Beach General Plan* designation for the project site is "Public Facilities" (PF) and "General Commercial (CG 0.3).
7.	**Zoning:** Two designations under the *City of Newport Beach Zoning Code* apply to the project site: "Retail Service Commercial, Mariner's Mile Overlay District" (RSC-MM) and "Balboa Bay Club, Mariner's Mile Overlay District" (PC-45-MM).
8.	**Description of the Project:** The OCC Maritime Training Center involves the implementation of an educational facility focusing on sailing, marine safety, seamanship, and vocational marine studies. The project will serve as an expansion of OCC's existing SSS within the City of Newport Beach. The proposed project is comprised of two primary facilities: 1) the two-story, approximately 10,000 square-foot OCC Maritime Training Center, situated on a 0.53-acre site on the inland site of West Coast Highway; and 2) a pedestrian bridge that will cross over West Coast Highway, connecting the proposed OCC Maritime Training Center to the existing OCC SSS. Construction is anticipated to commence in 2012. The first phase of construction would consist of the Maritime Training Center, and would last approximately 12 months. The second phase would consist of the proposed pedestrian bridge and would last approximately 6 months. The timing between the two phases would depend on the availability of funding and changes in user demand at the existing OCC SSS. Additional details regarding the project are provided in Section 2.5, Project Characteristics.
9.	**Surrounding Land Uses and Setting:** The Maritime Training Center site is surrounded by a bluff with single-family residential uses and the Kings Road Park to the north (these uses are situated above the project site), the OCSD RPPS site to the west,

	West Coast Highway (a major six-lane divided roadway) to the south, and retail/commercial uses to the east. The existing OCC SSS is surrounded by West Coast Highway to the north, boating-related commercial uses to the west, Lido Channel to the south, and the Balboa Bay Club to the east.
10.	**Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).** As shown in Section 2.6, Permits and Approvals, it is anticipated that approvals may be required from the Coast Community College District, California Coastal Commission, California Department of Transportation, California Division of the State Architect, County of Orange, Orange County Sanitation District, and the City of Newport Beach. Approvals from additional agencies may be required as the project entitlement process moves forward.

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less Than Significant Impact with Mitigation Incorporated," as indicated by the checklist on the following pages.

✓	Aesthetics	✓	Land Use and Planning
	Agriculture and Forestry Resources		Mineral Resources
✓	Air Quality	✓	Noise
	Biological Resources		Population and Housing
✓	Cultural Resources		Public Services
✓	Geology and Soils		Recreation
	Greenhouse Gas Emissions	✓	Transportation/Traffic
✓	Hazards & Hazardous Materials		Utilities & Service Systems
✓	Hydrology & Water Quality	✓	Mandatory Findings of Significance

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines* and used by the Coast Community College District in its environmental review

process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- **No Impact.** The development will not have any measurable environmental impact on the environment.
- **Less Than Significant Impact.** The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- **Less Than Significant Impact With Mitigation Incorporated.** The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact**. The development will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.

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4.0 ENVIRONMENTAL ANALYSIS

As stated within Section 2.5, Project Characteristics, the proposed project is composed of two primary components: 1) the OCC Maritime Training Center; and 2) a pedestrian bridge crossing over West Coast Highway, connecting the proposed OCC Maritime Training Center to the existing OCC SSS.

Although the environmental impacts related to the project as a whole are considered within this document, the analysis has been broken down according to the two primary project components described above. For each response to an environmental checklist item, the "Maritime Training Center" and "Pedestrian Bridge" are each analyzed in detail under separate headings. The primary purpose of this approach is to identify impacts related to facilities within and outside of the Coastal Zone boundary, which lies along the inland edge of the West Coast Highway right-of-way (refer to *Exhibit 3*, *Conceptual Master Plan*). This will be relevant in assisting the California Coastal Commission during their Coastal Development Permit processing.

Although analysis has been separated into two categories, the significance conclusions for each impact area reflect the impacts of the project as a whole. For any issue area where impact conclusions may differ between the Maritime Training Center and pedestrian bridge, the analysis conservatively assumes the impact conclusion of the greatest significance.

The following is a discussion of potential project impacts as identified in the Initial Study/Environmental Checklist. Explanations are provided for each item.

4.1 AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?		✓		
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?		✓		
c. Substantially degrade the existing visual character or quality of the site and its surroundings?		✓		
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?		✓		

Both scenic vistas and eligible scenic highways are situated within the viewshed of the proposed project. Thus, in order to aid in the visual analysis for potential impacts to scenic vistas and eligible scenic highways, RBF Consulting has prepared four photosimulations for the project site. Two photosimulations (Scenic Vista 1 and Scenic Vista 2) represent scenic vistas within the City of Newport Beach that include the project site. These scenic vistas are either designated views or include designated visual resources from publicly accessible areas. Also, two photosimulations (Eligible State Scenic Highway 1 and Eligible State Scenic Highway 2) have been developed for scenic views along the eligible State scenic highway (West Coast Highway), which also encompasses views of the project site. West Coast Highway is also designated a "Coastal View Road" on *Figure NR3, Coastal Views*, of the City's *General Plan*.

Exhibit 7, *Scenic View Location Map* depicts the selected photosimulation locations. The four photosimulations are included as *Exhibit 8*, *Scenic Vista 1*; *Exhibit 9*, *Scenic Vista 2*; *Exhibit 10*, *Eligible State Scenic Highway 1*, and *Exhibit 11*, *Eligible State Scenic Highway 2*.

- Project Boundary
- Direction of Scenic View
- Location of Scenic View

NOT TO SCALE

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09/10 • JN 10-106619

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ORANGE COAST COLLEGE MARITIME TRAINING CENTER

Scenic View Location Map

Exhibit 7

Existing Condition

Proposed Condition

Note: Design features are conceptual in nature and subject to change based upon final design and consultation with State and local agencies.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ORANGE COAST COLLEGE MARITIME TRAINING CENTER

Scenic Vista 1

Exhibit 8

RBF CONSULTING

09/10 • JN 10-106619

Existing Condition

Proposed Condition

Note: Design features are conceptual in nature and subject to change based upon final design and consultation with State and local agencies.

Existing Condition

Proposed Condition

Note: Design features are conceptual in nature and subject to change based upon final design and consultation with State and local agencies.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ORANGE COAST COLLEGE MARITIME TRAINING CENTER

Eligible State Scenic Highway 1

Exhibit 10

RBF CONSULTING

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Existing Condition

Proposed Condition

Note: Design features are conceptual in nature and subject to change based upon final design and consultation with State and local agencies.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ORANGE COAST COLLEGE MARITIME TRAINING CENTER

Eligible State Scenic Highway 2

Exhibit 11

RBF CONSULTING

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RBF Consulting visited the project site on May 17, 2010 to conduct a visual inventory of the project site and potential scenic view locations, of which four were selected. Existing condition photographs, along with survey data for the project area and architectural renderings, were utilized to create photographic simulations. Scenic Vista 1 is taken from Kings Road Park, which is located atop the bluff overlooking the project site. Scenic Vista 1 represents views from Kings Road Park as well as the residential uses atop the bluff which also overlook the project site. Scenic Vista 2 is taken from the Lido Isle beach, located across Newport Bay to the south of the project site. Scenic Vista 2 represents views from recreational users of the beach and residents of Lido Isle. West Coast Highway (trending through the project site) is designated as an eligible State scenic highway. Therefore, Eligible State Scenic Highway 1 is taken from the eastbound travel lanes of West Coast Highway, from west of the project site. Eligible State Scenic Highway 1 represents views seen from eastbound travelers along West Coast Highway. Eligible State Scenic Highway 2 is taken from the westbound travel lanes of West Coast Highway, from east of the project site. Eligible State Scenic Highway 2 represents views seen from westbound travelers along West Coast Highway.

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact With Mitigation Incorporated. The City's *General Plan* includes designated view parks throughout the City, which are smaller passive parks designed to take advantage of a significant view. Most view parks are between one-half to three acres in size and are typically located on bluffs. View parks are generally improved with landscaping, walkways, and benches. One view park (Kings Road Park, located to the north of the project site atop a bluff) is located within the viewshed of the proposed project, and overlooks the project site. Also, residents atop the adjacent bluff and would also have partial views to the project site. Views from Kings Road Park and these residential uses include designated visual resources, such as Newport Bay and distant views to the Pacific Ocean. Kings Road Park is also a "Public View Point" as designated on *Figure NR3, Coastal Views*, of the *General Plan*.

MARITIME TRAINING CENTER

Short-Term Impacts

Scenic Vista 1

Construction of the proposed Maritime Training Center may create temporary aesthetic nuisances associated with construction activities as viewed from Scenic Vista 1. Exposed surfaces, construction debris, equipment, and truck traffic would temporarily impact views from Kings Road Park and residents to the north. However, the construction process would be short-term (approximately 18 months) and impacts would cease upon project completion. In addition, construction staging areas would be sited to minimize visual impacts to adjacent uses appropriately (refer to Mitigation Measure AES-1). Thus, with implementation of Mitigation Measure AES-1, short-term construction-related aesthetic impacts would be less than significant.

Scenic Vista 2

Due to distance and intervening structures, views to construction activities from Scenic Vista 2 would be limited. Views to construction staging and equipment would not be afforded. Thus, impacts would be less than significant.

Long-Term Impacts

Scenic Vista 1

Scenic Vista 1 represents views experienced by recreational users at Kings Road Park and the surrounding residents located atop the bluff to the north of the project site. As seen in *Exhibit 8*, *Scenic*

Vista 1, views from this location include Newport Bay, beaches, and distant views to the Pacific Ocean. Views from Kings Road Park and residents to the north would be altered upon implementation of the proposed project, as depicted in *Exhibit 8*. The proposed project would construct a two-story building, similar to the surrounding uses. The proposed structure would not exceed existing building heights in the project area, as surrounding buildings range from one to five stories. Views to the southeast (from atop the bluff) would include the proposed roof of the new building. The visible roofline would be below the visible horizon from this location and would not obstruct views to Newport Bay, beaches, or the Pacific Ocean. Therefore, the proposed structure would not substantially impact the scenic quality of views from Kings Road Park or residents to the north. A less than significant impact would occur at Scenic Vista 1.

Scenic Vista 2

Scenic Vista 2 represents views afforded to the project site from recreational users and residents of Lido Isle. As seen in *Exhibit 9*, *Scenic Vista 2*, views from this location include Newport Bay, the existing OCC facility, bluffs to the north of West Coast Highway, and commercial and residential uses. Designated visual resources within this view include Newport Bay and the Lido Isle beach. With implementation of the proposed project, views from this location would be slightly altered; refer to *Exhibit 9*. The proposed two-story building would be partially visible. However, the Maritime Training Center building appears similar in size and scale to surrounding commercial and institutional uses, and the building does not obstruct views to any designated visual resources. These changes are nominal and do not degrade scenic views within the area. Therefore, impacts to scenic views at Scenic Vista 2 would be less than significant.

PEDESTRIAN BRIDGE

Short-Term Impacts

Scenic Vista 1

The pedestrian bridge would connect the proposed Maritime Training Center to the existing OCC SSS facility. The proposed pedestrian bridge would vary between 29 and 30 feet in height to the top of the canopy, and would span over West Coast Highway. The bridge structure would be approximately 12 feet wide, 120 feet long, and approximately 10 feet high from the bridge deck to the bridge canopy. Construction of the pedestrian bridge would result in short-term aesthetic impacts to viewers utilizing Kings Road Park and residents to the north of the project site. However, with implementation of Mitigation Measure AES-1, construction equipment would be situated to minimize visual impacts to adjacent uses, and would reduce short-term construction-related aesthetic impacts to less than significant.

Scenic Vista 2

Due to distance and intervening structures, views to construction activities from Scenic Vista 2 would be limited. Bridge construction activities would be short-term and would cease upon bridge completion. Impacts in this regard would be less than significant.

Long-Term Impacts

Scenic Vista 1

As seen in *Exhibit 8*, the roofing materials of the pedestrian bridge would be visible from Kings Road Park and residents to the north upon implementation of the proposed project. However, the park and residential uses are located at a higher elevation (atop the bluff) than the bridge, which would reach 30

feet. The bridge height would be similar to the surrounding buildings and would not obstruct views. Also, the proposed bridge materials would be similar to the existing OCC SSS facility. Thus, implementation of the proposed project would not substantially degrade the scenic quality of views in Scenic Vista 1, and a less than significant impact would occur.

Scenic Vista 2

Limited views are afforded to the proposed pedestrian bridge in Scenic Vista 2. The bulk of the bridge is blocked by the existing OCC facility; however, the bridge connection point (bridge footing, elevator shaft) to the existing OCC SSS facility is visible; refer to *Exhibits 8, 10, and 11*. The bridge connection point would not obstruct views to any designated visual resources, and would appear similar in materials to the existing surrounding buildings. Therefore, the implementation of the pedestrian bridge would not degrade the scenic quality of Scenic Vista 2, and a less than significant impact would occur.

Mitigation Measures:

MARITIME TRAINING CENTER

AES-1 Construction equipment staging areas shall be located, to the greatest extent feasible, away from surrounding sensitive receptors in order to minimize public views to equipment. Appropriate screening (i.e., temporary fencing with opaque material) shall be utilized to shield views of construction equipment and material. Compliance with this measure shall be subject to periodic field inspection by the Coast Community College District.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure AES-1. No additional mitigation is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact With Mitigation Incorporated. There are no officially-designated State scenic highways within proximity to the project site. However, the project site is located along West Coast Highway, which is designated as an eligible State Scenic Highway.[4] West Coast Highway is also designated a "Coastal View Road" on *Figure NR3, Coastal Views*, of the City's *General Plan*. The City's *General Plan* identifies the following visual resources within the City: Crystal Cove State Park rolling hills; ocean, bay, beach, rocky shores, wetlands, canyons, and coastal bluff views; San Joaquin corridor hills; Santa Ana Mountains; habitat areas; and open spaces (including Kings Road Park). Visual resources visible from West Coast Highway in the vicinity of the project site include the Pacific Ocean, Newport Bay, Lido Isle beach, and Kings Road Park views.

MARITIME TRAINING CENTER

The Maritime Training Center is proposed on the inland side of West Coast Highway, abutting a large bluff (approximately 65 feet higher in elevation than the project site and West Coast Highway). The proposed facility would be visible from West Coast Highway travel lanes. Changes within the viewshed of West Coast Highway travelers are depicted on *Exhibits 10 and 11*.

[4] California Department of Transportation website, http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, accessed June 2010.

Short-Term Impacts

Eligible State Scenic Highway 1

Eastbound travelers in Eligible State Scenic Highway 1 would be exposed to short-term construction activities associated with the Maritime Training Center. Short-term construction impacts would be reduced to less than significant levels with implementation of Mitigation Measure AES-1, as the construction staging areas and equipment would be sited in order to minimize views from public areas and screening would be utilized on site perimeters.

Eligible State Scenic Highway 2

Westbound travelers in Eligible State Scenic Highway 2 would be exposed to short-term construction activities associated with the Maritime Training Center. Short-term construction impacts would be reduced to less than significant levels with implementation of Mitigation Measure AES-1.

Long-Term Impacts

Eligible State Scenic Highway 1

As seen in *Exhibit 10*, *Eligible State Scenic Highway 1*, views from this location include the West Coast Highway travel lanes, the existing OCC SSS facility, and commercial uses. There are no visible designated visual resources within this view. With implementation of the proposed project, views from this location would be altered; refer to *Exhibit 10*. The proposed two-story building abuts a bluff. The new structure would appear similar in size and scale to the surrounding commercial and institutional uses. The proposed building does not obstruct views to any designated visual resources, and does not substantially degrade the quality of views from West Coast Highway travelers. Therefore, the proposed Maritime Training Center would not damage views to scenic resources from West Coast Highway, and a less than significant impact would occur.

Eligible State Scenic Highway 2

As seen in *Exhibit 11*, *Eligible State Scenic Highway 2*, views from this location include West Coast Highway travel lanes, the existing OCC SSS facility, Kings Road Park, and commercial uses. Designated visual resources within this view include Kings Road Park. The Maritime Training Center building abuts the adjoining bluff, and appears similar in size (two stories), scale, and materials to the surrounding buildings. Also, the proposed ornamental landscaping in front of the building softens the appearance of the proposed structure along West Coast Highway. The proposed building does not obstruct views to Kings Road Park, which is located above the project site. Implementation of the project would not substantially degrade the quality of views from this location. Therefore, the proposed Maritime Training Center would not damage views to scenic resources from West Coast Highway, and a less than significant impact would occur.

PEDESTRIAN BRIDGE

Short-Term Impacts

Eligible State Scenic Highway 1

The proposed pedestrian bridge would connect the proposed Maritime Training Center to the existing OCC SSS facility, across West Coast Highway. Travelers would be exposed to short-term bridge construction activities. Short-term construction impacts would be reduced to less than significant levels with implementation of Mitigation Measure AES-1.

Eligible State Scenic Highway 2

Westbound travelers would be exposed to short-term bridge construction activities. Short-term construction impacts would be reduced to less than significant levels with implementation of Mitigation Measure AES-1.

Long-Term Impacts

Eligible State Scenic Highway 1

The proposed pedestrian bridge is visible from this view location; refer to *Exhibit 10*. However, the bridge would be constructed to be as transparent as possible (utilizing an open framework design), in an effort to avoid degradation of views from this location. Also, the pedestrian bridge does not obstruct views to any designated visual resources (i.e., ocean, bay, beach, or Kings Road Park). Therefore, the proposed pedestrian bridge would not substantially damage views to scenic resources from eastbound travel lanes of West Coast Highway, and a less than significant impact would occur.

Eligible State Scenic Highway 2

Although the proposed pedestrian bridge is visible in this viewpoint, it would not obstruct views to the ocean, bay, beaches, or Kings Road Park. Therefore, the proposed pedestrian bridge would not substantially damage views to scenic resources from westbound travel lanes of West Coast Highway, and a less than significant impact would occur.

Mitigation Measures:

MARITIME TRAINING CENTER

Refer to Mitigation Measure AES-1. No additional mitigation is required.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure AES-1. No additional mitigation is required.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

Short-Term Impacts

Short-term construction activities associated with the Maritime Training Center would temporarily impact the character/quality of the project site. Exposed surfaces, construction debris, equipment, and truck traffic would temporarily impact views from surrounding uses. However, the construction process would be short-term (approximately 18 months) and impacts would cease upon project completion. In addition, construction staging areas would be sited to minimize visual impacts to adjacent uses appropriately, and the perimeter of the site would be screened (Mitigation Measure AES-1). With implementation of Mitigation Measure AES-1, short-term impacts would be reduced to less than significant levels.

Long-Term Impacts

The proposed Maritime Training Center would be constructed on a previously disturbed lot, which has historically been developed with commercial uses. The proposed structure would be two stories and would consist of 10,000 gross square feet of teaching, learning, and lecture space. The proposed OCC Maritime Training Center would be designed with architectural features and aesthetic enhancements intended to be compatible with the existing OCC SSS facility and adjacent RPPS building (currently under construction). The proposed project is located within the Mariner's Mile Specific Plan area and would be consistent with the Mariner's Mile Design Framework. Project consistency with the Mariner's Mile Design Framework would ensure compatibility with the surrounding area and would minimize visual impacts from the proposed building. Specific architectural and design elements would include:

- Clean rooflines, parking beneath the building, underground utilities, screened mechanical equipment and curved, weathered-copper roofs to provide enhanced aesthetics;
- Harmonious building colors and materials consistent with existing surrounding facilities and a "nautical theme" to contribute to the overall visual continuity and coherence of the *Master Vision Plan* and Mariner's Mile corridor;
- Broad roof overhangs and sunshades would shelter decks and shade windows to promote energy conservation. The roof would be tucked-down to the rear to provide scale compatibility with existing residential uses to the north;
- Purposeful lighting and shielded fixtures to contain nighttime lighting on-site (zero glare spill-off); and
- Landscaping per the Mariner's Mile Design Framework on the West Coast Highway frontage and eastern edges to provide a new "civic face" to the site and contribute to design continuity along Mariner's Mile.

The proposed Maritime Training Center would be two stories in height, and would appear similar in massing and scale to the surrounding development (one to five stories in height). Also, as depicted in *Exhibit 8* through *Exhibit 11*, architectural treatments proposed for the Maritime Training Center would be similar to the existing OCC SSS and RPPS. The Maritime Training Center would be situated against a bluff, which would further minimize the building's massing. As the proposed structure would be two stories in height, it would not obstruct bay, beach, or ocean views from Kings Road Park or the residential uses atop the bluff. Additionally, the proposed palm trees and landscaping along West Coast Highway would appear similar to ornamental landscaping in the project area and would soften views to the new structure. Therefore, implementation of the proposed project would not degrade the character/quality of the area; refer to *Exhibit 8* through *Exhibit 11*. Impacts in this regard are less than significant.

PEDESTRIAN BRIDGE

Short-Term Impacts

Short-term construction activities associated with the proposed pedestrian bridge would temporarily impact the character/quality of the project site. However, with implementation of Mitigation Measure AES-1, short-term impacts would be reduced to less than significant levels.

Long-Term Impacts

The proposed pedestrian bridge over West Coast Highway would connect the proposed Maritime Training Center to the existing OCC SSS facility. This pedestrian bridge would be accessible to the public, and would provide connectivity between the two OCC facilities in order to maintain a cohesive

maritime campus. The proposed pedestrian bridge would vary between 29 and 30 feet in height, and would span the West Coast Highway right-of-way. Footings would be located outside of and adjacent to the West Coast Highway right-of-way. The bridge structure would be approximately 12 feet wide, 120 feet long, and approximately 10 feet high from the bridge deck to the bridge canopy. The proposed bridge would require an encroachment permit from the California Department of Transportation (Caltrans), since the proposed bridge structure would require construction within Caltrans right-of-way.

Similar to the proposed OCC Maritime Training Center, the pedestrian bridge would be designed with architectural features and aesthetic enhancements intended to be compatible with surrounding uses, providing a lightweight, "nautical" character. Specific architectural and design elements would include:

- A column-less, lightweight steel truss structure with a curved, weathered copper roof to architecturally harmonize with OCC buildings, providing an enhanced aesthetic character;
- Visual transparency to help create a distinctive landmark for Mariner's Mile Specific Plan area; and
- Quality materials, details, and lighting to enhance pedestrian safety and experience.

The pedestrian bridge would be visible from recreational users (Kings Road Park) and residents atop the adjoining bluff, travelers along West Coast Highway, and from recreational users and residents of Lido Isle (across Newport Bay). Changes in the character/quality as a result of project implementation are depicted in *Exhibit 8* through *Exhibit 10*.

As previously stated, the surrounding buildings range from one to five stories in height. Therefore, the proposed bridge structure (up to 30 feet high) would appear similar in scale and massing to the surrounding structures. The bridge would consist of architectural treatments similar to the existing OCC SSS facility and the proposed Maritime Training Center. As seen in *Exhibit 8* through *Exhibit 10*, the bridge would be constructed to be as transparent as possible (utilizing an open framework design), in an effort to minimize aesthetic impacts, and the bridge would not obstruct views to designated visual resources (i.e., ocean, bay, beaches, and parks). Therefore, the bridge would not degrade the character/quality of the area, and a less than significant impact would occur.

Mitigation Measures:

MARITIME TRAINING CENTER

Refer to Mitigation Measure AES-1. No additional mitigation is required.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure AES-1. No additional mitigation is required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

Short-Term Impacts

Short-term light and glare impacts are anticipated to be minimal, since no nighttime construction would be required for project implementation. Therefore, no impact would occur in this regard.

Long-Term Impacts

Lighting in the project vicinity is currently produced by the existing residential, commercial, and institutional uses surrounding the project site. Light and glare is also currently generated by vehicles traveling along West Coast Highway. Operation of the proposed project would require nighttime security lighting at the Maritime Training Center. However, lighting would be focused and fixtures would be shielded to contain nighttime lighting on-site (zero glare spill-off), consistent with Mitigation Measure AES-2. Therefore, impacts in this regard would be less than significant.

PEDESTRIAN BRIDGE

Short-Term Impacts

Short-term light and glare impacts are anticipated to be minimal, since no nighttime construction would be required for project implementation. Therefore, no impact would occur in this regard.

Long-Term Impacts

The proposed pedestrian bridge would include security lighting for safety purposes, which could result in visual impacts to surrounding uses and travelers along West Coast Highway. Also, all direct rays would be confined internally to the pedestrian walkway area. Lighting would not be affixed to the bridge structure causing the rays to be directed onto West Coast Highway, and would be required to have a light cutoff of 90 degrees or less (refer to Mitigation Measure AES-3). Therefore, with implementation of Mitigation Measure AES-3, light and glare impacts from the pedestrian bridge would be less than significant.

Mitigation Measures:

MARITIME TRAINING CENTER

AES-2 Prior to occupancy of the Maritime Training Center, all on-site lighting shall be shielded and confined within site boundaries. Light spill-off shall not be permitted onto public streets or adjacent properties or create a public nuisance. "Wal-Pak" types of lighting fixtures shall not be utilized on-site, and parking lighting shall be shielded for zero glare spill-off. All such light fixtures shall be noted on project plans.

PEDESTRIAN BRIDGE

AES-3 The building plans (to be approved by the California Division of the State Architect and the California Department of Transportation) shall depict that no light shall be affixed to the pedestrian bridge that would cause rays to be directed onto West Coast Highway, and that bridge lighting shall have a cutoff of 90 degrees or less to contain nighttime glare.

4.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

***No Impact*.**

MARITIME TRAINING CENTER

The Maritime Training Center site and surrounding area are completely developed with urbanized uses. No farmland exists within the site vicinity. In addition, based on the *Orange County Important Farmland 2008 Map* prepared by the California Department of Conservation, the proposed project would not occur upon any area designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[5] Thus, no impacts would occur in this regard.

[5] California Department of Conservation Farmland Mapping and Monitoring Program, *Orange County Important Farmland 2008 Map*, published August 2009.

PEDESTRIAN BRIDGE

As stated above, the project area is completely urbanized and no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance exist. Construction of the pedestrian bridge would not impact any agricultural resources, and no impacts would occur in this regard.

***Mitigation Measures*:** No mitigation is required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

***No Impact*.**

MARITIME TRAINING CENTER

As stated above, the Maritime Training Center site is completely developed and urbanized, and no agricultural land exists within the site vicinity. The site is designated "Retail Service Commercial, Mariner's Mile Overlay District" (RSC-MM) by the *City of Newport Beach Zoning Code* (*Zoning Code*). Thus, the Maritime Training Center would not affect any land zoned for agricultural use under the City's *Zoning Code* and would not conflict with a Williamson Act contract. No impacts would occur in this regard.

PEDESTRIAN BRIDGE

The pedestrian bridge would require improvements over West Coast Highway and at the existing OCC SSS. The SSS is designated "Balboa Bay Club, Mariner's Mile Overlay District" (PC-45-MM) by the *Zoning Code*. Thus, the pedestrian bridge would not affect any land zoned for agricultural use under the City's *Zoning Code* and would not conflict with a Williamson Act contract. No impacts would occur in this regard.

***Mitigation Measures*:** No mitigation is required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

***No Impact*.**

MARITIME TRAINING CENTER

The Maritime Training Center site is completely developed and urbanized. As discussed above, the Maritime Training Center is zoned "Retail Service Commercial, Mariner's Mile Overlay District" (RSC-MM). The Maritime Training Center would not conflict with any areas zoned for forest or timberland, and no impacts would occur in this regard.

PEDESTRIAN BRIDGE

The pedestrian bridge would implement improvements over West Coast Highway, and would require improvements to provide a connection at the existing OCC SSS. The SSS is zoned "Balboa Bay Club, Mariner's Mile Overlay District" (PC-45-MM). The pedestrian bridge would not conflict with any areas zoned for forest or timberland, and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact.

MARITIME TRAINING CENTER

Refer to Response 4.2(c), above.

PEDESTRIAN BRIDGE

Refer to Response 4.2(c), above.

Mitigation Measures: No mitigation is required.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact.

MARITIME TRAINING CENTER

As stated above in Responses 4.2(a) through 4.2(c), the Maritime Training Center site is completely developed and is void of agricultural or forest resources. Thus, there would be no potential for the conversion of these resources and no impacts would occur in this regard.

PEDESTRIAN BRIDGE

As stated above in Responses 4.2(a) through 4.2(c), the pedestrian bridge impact area is completely developed and is void of agricultural or forest resources. Thus, there would be no potential for the conversion of these resources and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓		
d. Expose sensitive receptors to substantial pollutant concentrations?			✓	
e. Create objectionable odors affecting a substantial number of people?			✓	

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact.

MARITIME TRAINING CENTER

According to the *CEQA Air Quality Handbook*, in order to determine consistency with the South Coast Air Quality Management District (SCAQMD) *Air Quality Management Plan* (*AQMP*) two main criteria must be addressed.

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response 4.3(d), below, localized concentrations of CO, NO_X, PM_{10}, and $PM_{2.5}$ would be less than significant. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations. Because ROGs are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

b) *Would the project cause or contribute to new air quality violations?*

The proposed project would result in emissions that would be below the SCAQMD thresholds. Therefore, the proposed project would not have the potential to cause or affect a violation of the ambient air quality standards.

c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

The proposed project would result in less than significant impacts with regard to localized concentrations during project construction and operations. As such, the proposed project would not delay the timely attainment of air quality standards or AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Governments (SCAG) air quality policies, it is important to recognize that air quality planning within the South Coast Air Basin (Basin) focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the AQMP. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

A project is consistent with the AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the *2007 Air Quality Management Plan for the South Coast Air Basin* (*2007 AQMP*), three sources of data form the basis for the projections of air pollutant emissions: the *City of Newport Beach General Plan* (*General Plan*), SCAG's *Growth Management* Chapter of the *Regional Comprehensive Plan and Guide* (*RCPG*), and SCAG's *2008 Regional Transportation Plan* (*RTP*). The *RTP* also provides socioeconomic forecast projections of regional population growth. The proposed project would be consistent with the *General Plan* land use designation for the project area as "Public Facilities" (PF), but inconsistent with the portion of the site designated "General Commercial" (CG 0.3). The *General Plan* establishes goals and policies that are intended to guide development throughout the City. Although the proposed project is not consistent with a portion of the site's *General Plan* designation, this inconsistency would not substantially affect City-wide plans for population growth at the project site. Moreover, under Section 53091 of the *California Government Code*, school districts are not required to comply with land use controls implemented by a municipal agency (refer to Section 4.10, Land Use and Planning for additional information regarding this exemption). Thus, the proposed project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the *RCPG*. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council are based on the local plans and policies applicable to the City; these are used by SCAG in all phases of implementation and review. Additionally, as the SCAQMD has incorporated these same projections into the *2007 AQMP*, it can be concluded that the proposed project would be consistent with the projections.

b) Would the project implement all feasible air quality mitigation measures?

The proposed project would result in less than significant air quality impacts. Compliance with emission reduction measures identified by the SCAQMD would be required as identified in Response 4.3(b) and 4.3(c). As such, the proposed project meets this AQMP consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth in the AQMP?

The proposed project would serve to implement various City of Newport Beach and SCAG policies. The proposed project is located within a developed portion of the City, and is an infill development. The project site is centered along West Coast Highway and is currently served by the Orange County Transit Authority (OCTA) Route 1.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Also, the proposed project would be consistent with the goals and policies of the AQMP for control of fugitive dust. As discussed above, the proposed project's long-term influence would also be consistent with the goals and policies of the AQMP and is, therefore, considered consistent with the SCAQMD's *2007 AQMP*.

PEDESTRIAN BRIDGE

The proposed pedestrian bridge would serve as a supporting facility to the Maritime Training Center, and thus would also be considered consistent with the *SCAQMD's 2007 AQMP*. Refer to the discussion above. Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact With Mitigation Incorporated.

The project involves the construction of the Maritime Training Center and associated parking, and a pedestrian bridge crossing over West Coast Highway connecting the proposed Maritime Training Center to the existing OCC SSS facility.

SHORT-TERM (CONSTRUCTION) EMISSIONS

MARITIME TRAINING CENTER

Construction Emissions

Construction activities would involve demolition, earthwork, trenching, paving, building construction, and architectural coating. The proposed project would be constructed over approximately 18 months, beginning in early 2012 (contingent upon available funding). Construction activities would require the export of approximately 1,576 cubic yards of soil, and the paving of approximately 0.33 acres.

Table 4.3-1, *Construction Air Emissions*, depicts the construction emissions associated with the project. Emitted pollutants would include ROG, CO, NO_X, PM_{10}, and $PM_{2.5}$. ROG emissions would be the greatest during the paving and architectural coating phases of construction. The largest amount of CO and NO_X emissions would occur during the earthwork and trenching phases. PM_{10} and $PM_{2.5}$ emissions

would occur from fugitive dust (due to earthwork and excavation) and from construction equipment exhaust. The majority of PM_{10} and $PM_{2.5}$ emissions would be generated by fugitive dust from earthwork activities. Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to and from the site.

As depicted in *Table 4.3-1*, construction-related emissions would not exceed the established SCAQMD thresholds for criteria pollutants. However, the proposed project would be required to adhere to standard SCAQMD regulations, such as implementing SCAQMD Rule 403 (Mitigation Measure AQ-1) which would further reduce construction emissions. Mitigation Measure AQ-1 requires limiting on-site vehicle speeds, shutting down equipment when not in use for extended periods of time, applying nontoxic chemical soil stabilizers to construction areas not in use, and tarping haul trucks. Mitigation Measure AQ-2 would reduce ozone precursor emissions by requiring all construction equipment to be in proper tune per manufacturer's specifications. Compliance with Mitigation Measures AQ-1 through AQ-3 would ensure adherence to SCAQMD standard regulations, and that impacts are mitigated to a less than significant level.

Table 4.3-1
Construction Air Emissions

Construction Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2012						
Unmitigated Emissions	2.82	23.31	12.93	0.00	8.34	2.54
Mitigated Emissions[2]	2.82	23.31	12.93	0.00	1.64	1.15
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
2013						
Unmitigated Emissions	4.64	7.37	4.96	0.00	0.43	0.40
Mitigated Emissions[2]	4.27	7.37	4.96	0.00	0.43	0.40
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter up to 10 microns; $PM_{2.5}$ = particulate matter up to 2.5 microns

Notes:
1. Emissions were calculated using the URBEMIS 2007 version 9.2.4 Computer Model, as recommended by the SCAQMD.
2. The reduction/credits for construction emission mitigations are based on mitigation included in the URBEMIS 2007 version 9.2.4 computer model and as typically required by the SCAQMD (Rule 403). The mitigation includes the following: proper maintenance of mobile and construction equipment, replace ground cover in disturbed areas quickly, water exposed surfaces two times daily, cover stock piles with tarps, and water all haul roads two times daily (Mitigation Measure AQ-1).

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the California Air Resources Board in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health

hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the project area. Thus, there would be no impact in this regard.

PEDESTRIAN BRIDGE

Construction Emissions

Construction emissions associated with the pedestrian bridge are accounted for in the above analysis. Thus, impacts associated with bridge construction would be less than significant with implementation of Mitigation Measures AQ-1 through AQ-3.

Naturally Occurring Asbestos

As stated above, serpentinite and ultramafic rocks are not known to occur within the project area. Impacts there would be no impact in this regard.

LONG-TERM (OPERATIONAL) EMISSIONS

MARITIME TRAINING CENTER

Long-term air quality impacts would consist of mobile source emissions generated from project-related traffic and from stationary source emissions. Long-term air quality impacts would consist of mobile source emissions generated from project-related traffic and from stationary source emissions generated directly from natural gas. Emissions associated with each of these sources were calculated and are discussed below.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. Trip generation rates associated with the proposed project were based on traffic data within the *OCC Maritime Training Center Traffic Impact Analysis* prepared by RBF Consulting (September 20, 2010). The proposed project would result in 212 new daily trips, which would equate to 872 vehicle miles traveled (VMT).

Area Source Emissions

Area source emissions would be generated due to an increased demand for electrical energy and natural gas consumption with implementation of the proposed project. The primary use of natural gas by the proposed project would be for combustion to produce space heating, water heating, and other miscellaneous heating or air conditioning sources. As the total operational (mobile and area sources) emissions for the proposed project would not exceed SCAQMD thresholds, impacts for long-term air quality emissions would be less than significant.

As indicated in *Table 4.3-2*, *Long Term Air Emissions*, emissions generated by vehicle traffic and area source emissions would not exceed established SCAQMD thresholds for SO_X, ROG, CO, NO_X, PM_{10}, and $PM_{2.5}$.

Table 4.3-2
Long Term Air Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Source Emissions[2]	0.17	0.09	1.61	0.00	0.01	0.01
Vehicle Emissions	1.16	0.92	8.18	0.01	1.51	0.29
Total Emissions	*1.33*	*1.01*	*9.79*	*0.01*	*1.52*	*0.30*
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Thresholds Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter; up to 10 microns; $PM_{2.5}$ = particulate matter; up to 2.5 microns
1. Based on URBEMIS 2007 (version 9.2.4) modeling results, worst-case seasonal emissions for area and mobile emissions have been modeled.
2. Area Source emissions exclude the use of fireplaces and wood burning stoves.
Refer to Appendix A, Air Quality Data.

PEDESTRIAN BRIDGE

The pedestrian bridge would not result in any long-term operational air quality impacts, as there would be no associated mobile or area source emissions.

Mitigation Measures:

MARITIME TRAINING CENTER

AQ-1 During demolition, hauling, or other construction operations, excessive fugitive dust emissions shall be controlled by regular water or other dust preventive measures using the following procedures, as specified in the SCAQMD Rule 403.

- Limit on-site vehicle speed to 15 miles per hour.
- Water material excavated or graded sufficiently to prevent excessive amounts of dust. Water three times daily with complete coverage, preferably in the late morning and after work is done for the day.
- Water or securely cover material transported on-site or off-site sufficiently to prevent generating excessive amounts of dust.
- Minimize area disturbed by clearing, grading, earth moving, or excavation operations so as to prevent generating excessive amounts of dust.
- Indicate these control techniques in project specifications. Compliance with the measure will be subject to periodic site inspections by the City.
- Prevent visible dust from the project from emanating beyond the property line, to the maximum extent feasible.
- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).

- Trucks transporting soil, sand, cut or fill materials, and/or construction debris to or from the site must be tarped from the point of origin.

AQ-2 Ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the Coast Community College District. Compliance with this measure shall be subject to periodic inspections of construction equipment vehicles by the Coast Community College District and included in construction bid documents.

AQ-3 All trucks that are to haul material shall comply with California Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. This provision shall be provided in construction bid documents.

PEDESTRIAN BRIDGE

Refer to Mitigation Measures AQ-1 through AQ-3. No additional mitigation is required.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact With Mitigation Incorporated.

CUMULATIVE CONSTRUCTION IMPACTS

MARITIME TRAINING CENTER

With respect to the proposed project's construction-period air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the *2007 AQMP* pursuant to Federal Clean Air Act mandates. As such, the proposed project would comply with SCAQMD Rule 403 requirements, and implement all feasible mitigation measures. Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed project. In addition, the proposed project would comply with adopted 2*007 AQMP* emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted Air Quality Management Plan emissions control measures) would also be imposed on construction projects throughout the Basin, which would include related projects.

Compliance with SCAQMD rules and regulations, as well as implementation of Mitigation Measures AQ-1 through AQ-3, would reduce the proposed project's construction-related impacts to a less than significant level. Thus, it can be reasonably inferred that the project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. Thus, a less than significant impact would occur in this regard.

PEDESTRIAN BRIDGE

The proposed pedestrian bridge would serve as a supporting facility to the Maritime Training Center. The combined air quality emissions of both the Maritime Training Center and bridge have been

quantified above in Response 4.3(b), above. Upon implementation of Mitigation Measures AQ-1 through AQ-3, impacts would be less than significant.

CUMULATIVE LONG-TERM IMPACTS

MARITIME TRAINING CENTER

As discussed previously, the proposed project would not result in long-term air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the proposed project would be less than significant.

PEDESTRIAN BRIDGE

The pedestrian bridge would not result in any long-term operational air quality impacts; therefore there would be no cumulative long-term impacts.

Mitigation Measures:

MARITIME TRAINING CENTER

Refer to Mitigation Measures AQ-1 through AQ-3. No additional mitigation is required.

PEDESTRIAN BRIDGE

Refer to Mitigation Measures AQ-1 through AQ-3. No additional mitigation is required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Resources Board (CARB) has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the project site include surrounding residences and the existing OCC SSS facility. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds for construction and operations impacts (area sources only). A carbon monoxide hot-spot analysis was performed for the analysis of localized mobile source impacts.

LOCALIZED SIGNIFICANCE THRESHOLDS (LST)

MARITIME TRAINING CENTER

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level

proposed projects. The SCAQMD provides the LST lookup tables for one, two, and five acre projects emitting CO, NO_X, $PM_{2.5}$, or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The project is located within Sensitive Receptor Area (SRA) 18, North Coastal Orange County.

The project would disturb approximately 0.1 acre of land at one time (project site totals 0.53 acres); therefore, the LST thresholds for the smallest acreage (one acre) was utilized for both the construction and operational LST analysis. The closest sensitive receptors to the project site are surrounding residential units and the existing OCC SSS facility. These sensitive land uses may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive use is approximately 30 meters away, the LST value was linearly interpolated.

Table 4.3-3, *Localized Significance of Emissions*, shows the construction-related emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ compared to the LSTs for SRA 18, North Coastal Orange County. As shown in *Table 4.3-3*, construction and operational emissions would not exceed the LSTs for SRA 18. Therefore, localized significance impacts would be less than significant.

Table 4.3-3
Localized Significance of Emissions

Source	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction				
2012				
Total Mitigated Emissions	23.31	12.93	1.64	1.15
Localized Significance Threshold	92.20	665.20	5.80	3.40
Thresholds Exceeded?	***No***	***No***	***No***	***No***
2013				
Total Mitigated Emissions	7.37	4.96	0.43	0.40
Localized Significance Threshold	92.52	694.32	5.80	3.40
Thresholds Exceeded?	***No***	***No***	***No***	***No***
Operational				
Area Source Emissions	0.09	1.61	0.01	0.01
Localized Significance Threshold	92.20	665.20	1.60	1.20
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Note:
1. The Localized Significance Threshold was determined using Appendix C of the SCAQMD *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction, the total acreage for operational, the distance to sensitive receptors, and the source receptor area (SRA 18).

PEDESTRIAN BRIDGE

Construction emissions associated with the pedestrian bridge are accounted for in the above analysis. Thus, impacts would be less than significant in this regard.

CARBON MONOXIDE HOTSPOTS

MARITIME TRAINING CENTER

The SCAQMD requires a quantified assessment of CO hotspot when a project increases the volume to capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service (LOS) D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hotspots are typically produced at intersection locations.

As indicated in *Table 4.3-4*, *Project Buildout Carbon Monoxide Concentration*, CO concentrations would be well below the State and Federal standards. The modeling results are compared to the California Ambient Air Quality Standards for carbon monoxide of 9 ppm on an 8-hour average and 20 ppm on a 1-hour average. Neither the 1-hour average nor the 8-hour average would be equaled or exceeded. Thus, impacts in regards to CO hotspots would be less than significant.

Table 4.3-4
Project Buildout Carbon Monoxide Concentration

Intersection	1-hour CO (ppm)[1]		8-Hour CO (ppm) [1]	
	1-hour Standard	Future + Project	8-hour Standard	Future + Project
Newport Boulevard SB Ramps/West Coast Highway	20 ppm	3.30	9 ppm	2.64
Riverside Avenue/West Coast Highway	20 ppm	3.50	9 ppm	2.80
Balboa Bay Driveway/West Coast Highway	20 ppm	3.40	9 ppm	2.72
Dover Drive/West Coast Highway	20 ppm	3.70	9 ppm	2.96
Jamboree Road/East Coast Highway	20 ppm	3.80	9 ppm	3.04

Note:
1. As measured at a distance of 10 feet from the corner of the intersection predicting the highest value. Presented 1 hour CO concentrations include a background concentration of 2.7 ppm. Eight-hour concentrations are based on a persistence of 0.80 of the 1-hour concentration.

Refer to Appendix A, Air Quality Data.

PEDESTRIAN BRIDGE

The pedestrian bridge would not generate any traffic trips. Therefore, there would be no carbon monoxide hotspot impacts.

Mitigation Measures: No mitigation is required.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact.

MARITIME TRAINING CENTER

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short-term in nature and cease upon project completion. Any impacts to existing adjacent land uses would be short-term and are less than significant.

PEDESTRIAN BRIDGE

Similar to the Maritime Training Center, the proposed pedestrian bridge would not include any uses identified by the SCAQMD as being associated with odors. Thus, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

a) ***Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

No Impact.

MARITIME TRAINING CENTER

The Maritime Training Center site is located within an urbanized area. The only area affected by the proposed project that could support special status biological resources would be a steep bluff that abuts the site to the north. This bluff would be directly impacted during construction of the Maritime Training Center.

The proposed Maritime Training Center site and adjacent bluff were previously analyzed within the *Rocky Point Pump Station Replacement Project Draft EIR* (*RPPS EIR*). According to the *RPPS EIR*, the bluff area is occupied by an assemblage of non-native grasses and shrubs, and a variety of common, disturbance-adapted wildlife species. Neither the site nor the adjacent hillside area support quality habitat for special status plant or wildlife species. Thus, no impacts in this regard would occur.

PEDESTRIAN BRIDGE

The proposed pedestrian bridge would require improvements over West Coast Highway and at the existing OCC SSS. Given the developed nature of this impact area, the pedestrian bridge would not have the potential to affect special-status plant or wildlife species. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact.

MARITIME TRAINING CENTER

As stated above within Response 4.4(a), the proposed Maritime Training Center site is developed and disturbed. Although the proposed project would result in impacts to a bluff along the northern boundary of the proposed Maritime Training Center, it does not support sensitive habitats or communities. No impacts would occur in this regard.

PEDESTRIAN BRIDGE

The proposed pedestrian bridge does not have the potential to impact any riparian habitat or other sensitive natural community, since it would cross over West Coast Highway and connect to the existing OCC SSS. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact.

MARITIME TRAINING CENTER

Refer to Responses 4.4(a) and 4.4(b) above. The Maritime Training Center site has been previously disturbed and is void of sensitive plants, wildlife, and habitats (including wetlands). Thus, no impacts would occur in this regard.

PEDESTRIAN BRIDGE

Refer to Responses 4.4(a) and 4.4(b) above. The impact area associated with the pedestrian bridge would only affect areas that are currently developed, and no impacts to sensitive plants, wildlife, and habitats (including wetlands) would occur.

Mitigation Measures: No mitigation is required.

d) ***Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

No Impact.

MARITIME TRAINING CENTER

In the vicinity of the Maritime Training Center site, the West Coast Highway corridor is completely developed and subject to high amounts of automobile traffic and human activity. Due to the lack of quality biological habitat within and immediately surrounding the site, the Maritime Training Center would not interfere with the movement of fish or wildlife or impact wildlife corridors. The project site is void of mature trees, and nearly all landscaping has been removed from the site, with the exception of small ornamental plantings and shrubs. These remaining ornamental plantings and shrubs would be removed as part of the RPPS project, and the site would be completely void of vegetation upon the initiation of construction of the Maritime Training Center. Although the site is situated in close proximity to waters of the upper Newport Bay, no impacts to wildlife movement within Newport Bay would occur. Thus, no impacts would occur in regards to wildlife movement.

PEDESTRIAN BRIDGE

As stated above, the West Coast Highway corridor is completely developed and subject to high amounts of automobile traffic and human activity. The proposed pedestrian bridge would cross over West Coast Highway, connecting the proposed Maritime Training Center to the existing OCC SSS. Due to the lack of quality biological habitat within and immediately surrounding the bridge site, it would not interfere with the movement of fish or wildlife or impact wildlife corridors. Although the bridge is situated in close proximity to waters of the upper Newport Bay, no impacts to wildlife movement within Newport Bay would occur. Thus, no impacts would occur.

Mitigation Measures: No mitigation is required.

e) ***Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

No Impact.

MARITIME TRAINING CENTER

As discussed above in Responses 4.4(a) and 4.4(b), above, the Maritime Training Center would not result in impacts to sensitive biological resources and it would not conflict with local policies or ordinances. The site is currently being utilized as a staging area for construction of OCSD's RPPS, located immediately west of the project site. Nearly all landscaping has been removed from the site, with the exception of small ornamental plantings and shrubs. These remaining ornamental plantings and shrubs would be removed as part of the RPPS project, and the site would be completely void of vegetation upon the initiation of construction of the Maritime Training Center. The Maritime Training Center would not affect any street trees or landscaping along West Coast Highway. Thus, no impacts would occur in this regard.

PEDESTRIAN BRIDGE

Construction of the proposed pedestrian bridge would not affect any biological resources, trees, or landscaping. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact.

MARITIME TRAINING CENTER

According to the U.S. Fish and Wildlife Service's *HCP/NCCP Planning Areas in Southern California Map*, the Maritime Training Center site is located within the Orange County Central/Coastal Natural Community Conservation Plan (NCCP)/Habitat Conservation Plan (HCP).[6] Although the site is located within this NCCP/HCP area, the Maritime Training Center would not result in any impacts to sensitive biological resources. Thus, no conflicts with the provisions of the Orange County Central/Coastal NCCP/HCP would occur.

PEDESTRIAN BRIDGE

Like the Maritime Training Center, the proposed bridge site is located within the Orange County Central/Coastal NCCP/HCP.[7] However, since construction and operation of the pedestrian bridge would not result in impacts to biological resources, no conflicts with the provisions of the Orange County Central/Coastal NCCP/HCP would occur.

Mitigation Measures: No mitigation is required.

[6] U.S. Fish and Wildlife Service, Carlsbad Fish and Wildlife Office, *HCP/NCCP Planning Areas in Southern California*, October 2008.
[7] Ibid.

4.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?			✓	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?		✓		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		
d. Disturb any human remains, including those interred outside of formal cemeteries?		✓		

a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?

Less Than Significant Impact.

MARITIME TRAINING CENTER

As part of the Initial Study prepared for the proposed project, a *Phase I Cultural Resources Assessment* (*Cultural Resources Assessment*) was prepared for the proposed project. The *Cultural Resources Assessment* included a cultural resources records search through the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, in addition to a field survey of the Maritime Training Center site.

The results of the records search contained in the *Cultural Resources Assessment* indicate that there have been 31 cultural resources studies completed within one mile of the project site. Although a total of nine prehistoric resources have been recorded within a one-mile radius of the site, no resources (historic or prehistoric) were documented on-site. In addition, based on the findings of a field survey conducted on May 18, 2010, no historical resources were found to occur on-site due to the amount of development and disturbance that has occurred. Thus, impacts would be less than significant.

PEDESTRIAN BRIDGE

The *Cultural Resources Assessment* prepared for the project included an analysis of the proposed bridge. As shown above under the analysis for the proposed Maritime Training Center, no historical resources are known to exist within the immediate site vicinity. Thus, impacts would be less than significant.

Mitigation Measures: No mitigation is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

As stated above, the *Cultural Resources Assessment* included a records search, field survey, and Native American scoping to document the potential for impacts to archaeological resources. Based on the results of the records search, a total of nine previously-documented archaeological sites were found to occur within a one-mile radius of the site; however, no archaeological resources were documented on-site. In addition, the field survey found that the site has been completely disturbed and is being utilized as a construction staging area for the OCSD's RPPS project. Given the results of the records search and prior disturbance to the site, the possibility of cultural resources being present is very low. However, as a result of the Native American scoping process, several Native American contacts indicated concerns regarding the project and the potential for impacts to Native American resources. Thus, in the unlikely event resources are discovered during grading activities, a qualified archaeologist shall be retained to evaluate the discovery prior to resuming grading in the immediate vicinity of the find (refer to Mitigation Measure CUL-1). Upon implementation of the recommended mitigation measure, impacts would be less than significant.

PEDESTRIAN BRIDGE

The *Cultural Resources Assessment* prepared for the project included an analysis of the proposed bridge. As shown above under the analysis for the proposed Maritime Training Center, no archaeological resources are known to exist within the immediate site vicinity. However, in the unlikely event resources are discovered during grading activities, Mitigation Measure CUL-1 would also apply to bridge construction. Thus, impacts would be less than significant.

Mitigation Measures:

MARITIME TRAINING CENTER

CUL-1 In the event buried cultural resources are discovered during grading activities, an Orange County-certified archaeologist shall be retained to evaluate the discovery prior to resuming grading in the immediate vicinity of the find. If warranted, the archaeologist shall collect the resource, and prepare a technical report describing the results of the investigation. The test-level report shall evaluate the site including discussion of significance (depth, nature, condition and extent of the resources), final mitigation recommendations, and cost estimates. The Coast Community College District shall prepare excavated materials to the point of identification, and shall offer excavated finds for curatorial purposes to the County of Orange, or its designee, on a first refusal basis. The Coast Community College District shall pay curatorial fees if an applicable fee program has been adopted by the County's Board of Supervisors, and such fee program is in effect at the time of presentation of the materials to the County of Orange or its designee.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure CUL-1. No additional mitigation is required.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

The *Cultural Resources Assessment* included analysis of paleontological resources at the Maritime Training Center site. The *Cultural Resources Assessment* included a records search at the Natural History Museum of Los Angeles County, in addition to a field survey of the site.

The paleontological records search revealed that the project area and the bluff above the site consist of the marine Late Miocene Capistrano and older marine Late Miocene Monterey Formations. These sediments are paleontologically-sensitive. The records search indicated several recorded localities nearby in these formations. They include fossil boney fish, baleen whales, a sperm whale, and other unidentified marine mammals. Monitoring of any substantial excavations in the Capistrano and Monterey Formations is recommended. The area below the bluffs is likely covered with Quaternary Alluvium, landslide material, and/or fill to an unknown depth.

Thus, grading at the project site may unearth fossil resources if sensitive sediments, known to exist in the site vicinity, are encountered. If project grading would impact the paleontologically-sensitive marine Late Miocene Capistrano and older marine Late Miocene Monterey Formations that lie at an unknown depth below alluvium, landslide material, and/or fill, monitoring of these sediments is recommended. An Orange County-certified paleontologist shall be retained to monitor excavations occurring within these sensitive areas (refer to Mitigation Measure CUL-2). Thus, impacts would be less than significant.

PEDESTRIAN BRIDGE

The *Cultural Resources Assessment* prepared for the project included an analysis of the proposed bridge. As shown above under the analysis for the Maritime Training Center, paleontologically-sensitive sediments are known to occur in the site vicinity. Mitigation Measure CUL-2 would also apply to bridge construction. Thus, impacts would be less than significant.

Mitigation Measures:

MARITIME TRAINING CENTER

CUL-2 Prior to the issuance of any grading permit, the Coast Community College District shall provide written evidence to the City of Newport Beach Planning and Building Departments that is has retained an Orange County-certified paleontologist to observe grading activities and salvage and catalogue fossils as determined necessary by the project paleontologist. The paleontologist shall be present at the pre-grade conference, shall establish procedures for paleontological resource surveillance, and shall establish, in cooperation with the Coast Community College District, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of the fossils. If the paleontological resources are discovered and found to be significant, the paleontologist shall determine appropriate actions, in cooperation with the Coast Community College District, which ensure proper exploration and/or salvage. Prior to the release of the grading bond the Coast Community College District shall submit the paleontologist's follow-up report for approval. The report shall include the period of inspection, a catalogue and analysis of the fossils found, and the present repository of the fossils. The Coast Community College District shall prepare excavated material to the point of

identification and shall offer excavated finds for curatorial purposes to the County of Orange, or its designee, on a first refusal basis. The Coast Community College District shall pay curatorial fees if an applicable fee program has been adopted by the County's Board of Supervisors, and such fee program is in effect at the time of presentation of the materials to the County of Orange or its designee.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure CUL-2. No additional mitigation is required.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

Given the developed and disturbed nature of the Maritime Training Center site, no known human remains, including those interred outside of formal cemeteries, are expected to be encountered during earth removal or disturbance activities. In the unlikely event that human remains are encountered during construction activities, alterations to human remains would be considered a significant adverse impact.

In accordance with Section 7050.5 of the *California Health and Safety Code*, if human remains are found, the County Coroner shall be notified within 24 hours of the discovery. If the County Coroner determines that the remains are or believed to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC) to determine the appropriate Native American representative for consultation on the disposition of the human remains (refer to Mitigation Measure CUL-3). Thus, impacts would be less than significant.

PEDESTRIAN BRIDGE

The *Cultural Resources Assessment* prepared for the project included an analysis of the proposed bridge. As shown above under the analysis for the Maritime Training Center, although human remains are not expected to be encountered, Mitigation Measure CUL-3 would apply in the event unexpected remains are found during construction of the bridge. Thus, impacts would be less than significant.

Mitigation Measures:

MARITIME TRAINING CENTER

CUL-3 In the event human remains are found during construction, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are or believed to be Native American, the County Coroner shall notify the Native American Heritage Commission in Sacramento within 48 hours. In accordance with Section 5097.98 of the *California Public Resources Code*, the NAHC must immediately notify those persons it believes to be the most likely descended from the deceased Native American. The descendents shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure CUL-3. No additional mitigation is required.

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4.6 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
2) Strong seismic ground shaking?		✓		
3) Seismic-related ground failure, including liquefaction?		✓		
4) Landslides?		✓		
b. Result in substantial soil erosion or the loss of topsoil?		✓		
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		✓		
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		✓		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact.

MARITIME TRAINING CENTER

Southern California, including the project area, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone.

Based on the results of the *Structure Preliminary Geotechnical Report, Pedestrian Bridge, Orange Coast College Campus* (*Preliminary Geotechnical Report*) prepared for the project by Ninyo and Moore (provided as Appendix C, Preliminary Geotechnical Report – Pedestrian Bridge), the project site is located above the fault plane of the San Joaquin Hills blind thrust fault. However, blind thrust faults, by definition, do not have surface or near-surface expression of fault rupture.

In addition, the potential for earthquake fault rupture at the Maritime Training Center site was previously analyzed as part of the *RPPS EIR*. According to the *RPPS EIR*, although several active faults exist in the site vicinity, the project site is not situated within a designated Alquist-Priolo Earthquake Fault Zone. The nearest designated Earthquake Fault Zone is the Newport-Inglewood Fault, located approximately 0.5-mile south of the Maritime Training Center site. No onshore surface fault rupture has occurred along the Newport-Inglewood Earthquake Fault Zone in historic time (since 1769).[8] This evidence supports the determination that there is a low risk of surface fault rupture at the site, and impacts in this regard are considered less than significant.

PEDESTRIAN BRIDGE

As stated above, the nearest Alquist-Priolo Earthquake Fault Zone within the vicinity is the Newport-Inglewood Fault Zone, located approximately 0.5-mile south of the bridge site. No onshore surface fault rupture has occurred along the Newport-Inglewood Earthquake Fault Zone in historic time (since 1769).[9] In addition, although the bridge site is located along the fault plane of the San Joaquin Hills blind thrust fault, blind thrust faults do not have surface or near-surface expression of fault rupture. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

2) Strong seismic ground shaking?

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

Southern California has numerous active seismic faults subjecting residents to potential earthquake and seismic-related hazards. Seismic activity poses two types of potential hazards for residents and structures, categorized either as primary or secondary hazards. Primary hazards include ground rupture, ground shaking, ground displacement, subsidence, and uplift from earth movement. Primary hazards can also induce secondary hazards such as ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves (seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires.

Two primary faults within the project area are identified within the *Preliminary Geotechnical Report*. These faults are listed in *Table 4.6-1*, *Principal Active Faults in the Site Vicinity*.

Table 4.6-1
Principal Active Faults in the Site Vicinity

FAULT NAME	DISTANCE FROM SITE (MILES)*	FAULT TYPE	MAXIMUM CREDIBLE MAGNITUDE (M_{max})
San Joaquin Hills	0	Reverse	6.6
Newport-Inglewood	22	Right Lateral Strike Slip	7.5

* Distance from the site to the closest surface projection of the fault plane.
Source: Ninyo and Moore, *Structure Preliminary Geotechnical Report, Pedestrian Bridge, Orange Coast College Campus*, June 25, 2010.

[8] Environmental Science Associates, *Rocky Point Pump Station Replacement Project Draft EIR*, June 2004.
[9] Ibid.

Given the proximity of these earthquake faults to the site, the proposed Maritime Training Center could experience damage due to seismic shaking. Although some structural damage is typically not avoidable during a large earthquake, the proposed project would be constructed to meet existing construction ordinances and the California Building Code (CBC) in order to protect against building collapse and major injury during a seismic event. The CBC includes specific design measures intended to maximize structural stability in the event of an earthquake. Adherence to these building requirements would minimize risks related to seismic shaking to a less than significant level.

PEDESTRIAN BRIDGE

As discussed above, a number of active earthquake faults exist in proximity to the proposed pedestrian bridge site (refer to *Table 4.6-1*, *Principal Active Faults in the Site Vicinity*). As with the Maritime Training Center, the bridge would be subject to potential damage during a seismic event. Although some structural damage is typically not avoidable during a large earthquake, the proposed project would be constructed to meet existing construction ordinances and the CBC in order to protect against building collapse and major injury during a seismic event. The CBC includes specific design measures intended to maximize structural stability in the event of an earthquake. Adherence to these building requirements would minimize risks related to seismic shaking to a less than significant level.

Mitigation Measures:

MARITIME TRAINING CENTER

GEO-1 Prior to approval of structural plans, the Coast Community College District shall ensure that the proposed Maritime Training Center and associated pedestrian bridge meet the seismic design parameters identified in the latest version of the California Building Code.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure GEO-1. No additional mitigation is required.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. Susceptibility to liquefaction is based on geologic and geotechnical data. River channels and floodplains are considered most susceptible to liquefaction, while alluvial fans have a lower susceptibility. Depth to groundwater is another important element in the susceptibility to liquefaction. Groundwater shallower than 30 feet results in high to very high susceptibility to liquefaction, while deeper water results in low and very low susceptibility.

Based upon the *Preliminary Geotechnical Report*, the project area is within an area mapped as "potentially liquefiable" by the California Geological Survey (CGS). However, based on previous analysis for the Maritime Training Center site conducted by Ninyo and Moore, the site is underlain by relatively dense formational soils. In addition, based upon the geotechnical analysis provided in the *RPPS EIR*, seismic settlement at the site is estimated to be less than one inch, and that the potential for liquefaction-induced lateral spreading is low. As stated above, the proposed facility would be designed in accordance with CBC requirements to minimize any impacts related to seismically-induced

liquefaction (refer to Mitigation Measure GEO-1). Thus, impacts in this regard are considered less than significant.

PEDESTRIAN BRIDGE

The proposed pedestrian bridge would provide an overcrossing of West Coast Highway between the proposed Maritime Training Center and the existing OCC SSS. Ancillary improvements at both the Maritime Training Center and OCC SSS would be required to provide an elevated connection with the bridge. Based upon analysis within the *Preliminary Geotechnical Report*, loose, potentially liquefiable layers are probable in areas adjacent to Newport Bay. Thus, there is an increased potential for liquefaction to occur in the area associated with bridge improvements on the coastal side of West Coast Highway. However, the proposed pedestrian bridge and associated facilities would be designed in accordance with CBC requirements to minimize any impacts related to seismically-induced liquefaction. Impacts in this regard would be less than significant upon implementation of Mitigation Measure GEO-1.

Mitigation Measures:

MARITIME TRAINING CENTER

Refer to Mitigation Measure GEO-1. No additional mitigation is required.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure GEO-1. No additional mitigation is required.

4) Landslides?

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

Landslides are a serious geologic hazard, with some moving slowly and causing damage gradually, and others moving rapidly and causing unexpected damage. Gravity is the force driving landslide movement. Factors that commonly allow the force of gravity to overcome the resistance of earth material to landslide movement include saturation by water, steepening of slopes by erosion or construction, alternate freezing or thawing, and seismic shaking.

According to the *RPPS EIR*, the Maritime Training Center site is within an area of potential earthquake-induced landslides. The primary hazard in relation to landslides is the steep bluff immediately north of the site. The slope is composed entirely of weak geologic materials (alluvium) with a high erosion hazard. Because of the high susceptibility of earthquakes in the region, the Maritime Training Center site could experience damage if an earthquake-induced landslide were to occur.[10] The slope ranges from 4 to 1 (horizontal to vertical) to as steep as 2 to 1 in the vicinity of the Maritime Training Center site.

Construction of the proposed Maritime Training Center would require the replacement of an existing two to three-foot retaining wall at the base of the slope. In its final condition, the toe of the slope would be retained by the proposed Maritime Training Center structure, with retained heights varying from approximately 8 to 25 feet along the northerly wall of the building. The proposed northerly wall of the Maritime Training Center would minimize slope stability concerns during long-term operations. Thus,

[10] Ibid.

the primary concern in regards to landslides would occur during the construction process, when the existing slope would be disturbed to construct the northerly wall of the Maritime Training Center. During construction, braced soldier pile shoring or other suitable measures would be required to retain the slope and minimize potential temporary impacts to a less than significant level. Thus, impacts would be less than significant upon implementation of Mitigation Measure GEO-2.

PEDESTRIAN BRIDGE

As an elevated bridge over West Coast Highway, the proposed pedestrian bridge itself would not be subject to landslide hazards. However, the bridge's stability could be affected if its structural supports (footings) were affected by a landslide. The bridge's footings would be situated adjacent to (but outside of) both sides of the West Coast Highway right-of-way. As stated above, the only potential landslide threat in the project area is the bluff along the northern side of the Maritime Training Center site. The proposed project would include design measures to ensure that the slope is adequately retained in order to minimize potential impacts to the pedestrian bridge (refer to Mitigation Measure GEO-2). As such, impacts would be less than significant in this regard.

Mitigation Measures:

MARITIME TRAINING CENTER

GEO-2 Prior to plan approval, the Coast Community College District shall ensure that design and construction recommendations related to the northerly building retaining wall of the Maritime Training Center are denoted on construction plans. These recommendations shall include, but not be limited to the following:

- Prior to demolition of the existing retaining wall along the northern site boundary, braced soldier piles or other suitable systems shall be utilized to stabilize the slope to ensure that slope failure does not occur; and
- Permanent compacted fill slopes shall be no steeper than 2 to 1 (horizontal to vertical) and shall be covered by vegetation to reduce surface erosion.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure GEO-2. No additional mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

Grading and excavation activities associated with construction of the Maritime Training Center would expose soils to potential short-term erosion by wind and water. Since the project impact area would be below one acre, the proposed project would not be subject to the requirements of the Construction General Permit under the National Pollutant Discharge Elimination System (NPDES) program administered by the Santa Ana Regional Water Quality Control Board (RWQCB). However, construction of the Maritime Training Center would be required to comply with erosion control measures included in Chapter 15.10, *Excavation and Grading Code*, of the City's *Municipal Code*. The *Excavation and Grading Code* includes measures to minimize erosion such as vegetation of cut and fill slopes, desilting facilities, and temporary water quality basins, among others. Upon adherence to these requirements, impacts in this regard would be less than significant (refer to Mitigation Measure GEO-3).

Substantial soil erosion or loss of topsoil is not expected to occur during long-term operations. The majority of the Maritime Training Center site would be paved, and any pervious areas would be landscaped (including any area disturbed on the bluff immediately north of the site) to minimize potential impacts in this regard to a less than significant level.

PEDESTRIAN BRIDGE

Grading and excavation required for the pedestrian bridge would affect a relatively small area adjacent to the proposed Maritime Training Center and existing OCC SSS. This earthwork would be necessary to construct the footings and ancillary facilities to support the bridge. As stated above, the proposed project would not be subject to compliance with the Construction General Permit under the NPDES program since the total impact area would be less than one acre. However, upon implementation of Mitigation Measure GEO-3 (compliance with the City's *Excavation and Grading Code*), impacts during long-term operations would be less than significant.

As a bridge overcrossing West Coast Highway, the pedestrian facility would not have the potential to result in long-term operational erosion. Thus, no long-term impacts would occur.

Mitigation Measures:

MARITIME TRAINING CENTER

GEO-3 Prior to grading plan approval, the Coast Community College District shall ensure that the project complies with Chapter 15.10, *Excavation and Grading Code*, of the *City of Newport Beach Municipal Code*. Water quality features intended to reduce construction-related erosion impacts shall be clearly denoted on the grading plans for implementation by the construction contractor.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure GEO-3. No additional mitigation is required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

Refer to Responses 4.6(a)(3) and 4.6(a)(4), above. The Maritime Training Center site is not subject to liquefaction hazards. In addition, Mitigation Measures GEO-1 and GEO-2 address potential impacts related to seismic hazards and landslides.

Based on analysis provided within the *RPPS EIR*, the potential for liquefaction-induced lateral spreading is low at the site. Moreover, it is not anticipated that grading and excavation required during construction would be capable of producing subsidence or collapse. Upon implementation of recommended mitigation measures, impacts would be less than significant.

PEDESTRIAN BRIDGE

The proposed pedestrian bridge would provide an overcrossing of West Coast Highway between the proposed Maritime Training Center and the existing OCC SSS. Ancillary improvements at both the Maritime Training Center and OCC SSS would be required to provide an elevated connection with the bridge. As stated above within Responses 4.6(a)(3) and 4.6(a)(4), above, impacts related to liquefaction and landslides would be mitigated to a less than significant level. The proposed pedestrian bridge and associated facilities would be designed in accordance with CBC requirements to minimize any impacts related to seismically-induced liquefaction and/or lateral spreading. Moreover, although cast-in-drilled-hole (CIDH) piles would be required for bridge construction that could require excavation over 20 feet in depth, it is not anticipated that this process would result in subsidence or collapse upon implementation of Mitigation Measures GEO-1 and GEO-2. Impacts would be less than significant.

Mitigation Measures:

MARITIME TRAINING CENTER

Refer to Mitigation Measures GEO-1 and GEO-2. No additional mitigation is required.

PEDESTRIAN BRIDGE

Refer to Mitigation Measures GEO-1 and GEO-2. No additional mitigation is required.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

Based upon the *Preliminary Geotechnical Report*, soils beneath the Maritime Training Center site consist of the following five geologic units: fill, undifferentiated slope wash deposits/alluvium, terrace deposits, Niguel Formation, and Capistrano Formation.[11] One of more of these soil types may exhibit expansive characteristics, creating potential hazards to on-site uses. However, as stated above in Response 4.6(a)(2), the proposed project would be required to meet all design standards provided within the CBC. Upon adherence to Mitigation Measure GEO-1, impacts related to expansive soils would be less than significant.

PEDESTRIAN BRIDGE

The pedestrian bridge site is underlain by fill, undifferentiated slope wash deposits/alluvium, terrace deposits, Niguel Formation, and Capistrano Formation soils.[12] Grading and excavation required for the pedestrian bridge would affect a relatively small area adjacent to the proposed Maritime Training Center and existing OCC SSS. This earthwork would be necessary to construct the footings and ancillary facilities to support the bridge. To ensure that the potential effects of expansive soils would be minimized, adherence to design standards within the CBC (Mitigation Measure GEO-1) would be implemented to reduce impacts to less than significant levels.

[11] Ninyo and Moore, *Structure Preliminary Geotechnical Report, Pedestrian Bridge, Orange Coast College Campus*, June 25, 2010.
[12] Ibid.

Mitigation Measures:

MARITIME TRAINING CENTER

Refer to Mitigation Measure GEO-1. No additional mitigation is required.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure GEO-1. No additional mitigation is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact.

MARITIME TRAINING CENTER

No septic tanks or alternative wastewater systems would be constructed as part of the Maritime Training Center, and no impacts would occur in this regard.

PEDESTRIAN BRIDGE

No septic tanks or alternative wastewater systems would be constructed as part of the Maritime Training Center, and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

4.7 GREENHOUSE GASES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact.

GLOBAL CLIMATE CHANGE

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 400 million tons of carbon dioxide (CO_2) per year.[13] Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit (ºF) over the next century. Methane is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of anthropogenic activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, methane (CH_4), and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 parts per million (ppm) to 300 ppm. For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

REGULATIONS AND SIGNIFICANCE CRITERIA

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide-equivalent concentration is required to keep global mean warming below 2 degrees Celsius (ºC), which in turn is assumed to be necessary to avoid dangerous climate change.

California Governor Arnold Schwarzenegger issued Executive Order S-3-05 in June 2005, which established the following GHG emission reduction targets:

[13] California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004,* 2006.

- 2010: Reduce GHG emissions to 2000 levels;
- 2020: Reduce GHG emissions to 1990 levels; and
- 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32 requires that the California Air Resources Board (CARB) determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons of CO_2 equivalent.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

In June 2008, the California Governor's Office of Planning and Research (OPR) published a Technical Advisory, which provides informal guidance for public agencies as they address the issue of climate change in *CEQA* documents.[14] This is assessed by determining whether a proposed project is consistent with or obstructs the 39 Recommended Actions identified by CARB in its Climate Change Scoping Plan which includes nine Early Action Measures (qualitative approach). The Attorney General's Mitigation Measures identify areas were GHG emissions reductions can be achieved in order to achieve the goals of AB 32. As set forth in the OPR Technical Advisory and in the proposed amendments to the *CEQA Guidelines* Section 15064.4, this analysis examines whether the project's GHG emissions are significant based on a qualitative and performance based standard (Proposed *CEQA Guidelines* Section 15064.4(a)(1) and (2)).

The SCAQMD does not currently have a quantitative threshold of significance for GHG emissions. In the absence of such a threshold, this analysis utilizes a threshold of 1,100 metric tons of CO_2 equivalent[15] per year ($MTCO_2eq/yr$), which has recently been adopted by the Bay Area Air Quality Management District (BAAQMD) in June 2010. This "gap-based" threshold approach is intended to attribute an approximate share of GHG emission reductions necessary to reach AB 32 goals to new land use development projects that are evaluated pursuant to CEQA. The 1,100 $MTCO_2eq/yr$ threshold would result in approximately 59 percent of all projects being above the significance threshold. A 1,100 $MTCO_2eq/yr$ threshold would achieve the necessary amount of GHG emissions reductions to meet the reduction goals of AB 32 (1990 levels by 2020).

PROJECT-RELATED SOURCES OF GREENHOUSE GASES

MARITIME TRAINING CENTER

Project-related GHG emissions would include emissions from direct and indirect sources. The proposed project would result in direct and indirect emissions of CO_2, N_2O, and CH_4, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions.

[14] Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, 2008.
[15] Carbon dioxide equivalent is a quantity that describes, for a given mixture and amount of GHG, the amount of CO_2 that would have the same global warming potential, when measured over a specified timescale (generally 100 years).

Direct Project-Related Sources of Greenhouse Gases

Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources. *Table 4.7-1, Estimated Greenhouse Gas Emissions*, presents the estimated CO_2, N_2O, and CH_4 emissions of the proposed project. GHG emissions from construction are typically annualized over the lifetime of the project (30 years) and added to the operational emissions.[16] As seen in *Table 4.7-1*, the proposed project would result in a total of 361.16 $MTCO_2eq/yr$ from construction activities. GHGs associated with area sources and mobile sources would be 230.13 $MTCO_2eq/yr$ and 174.47 $MTCO_2eq/yr$, respectively. Total project-related direct operational emissions would result in 404.60 $MTCO_2eq/yr$.

Table 4.7-1
Estimated Greenhouse Gas Emissions

Source	CO_2	N_2O		CH_4		Total Metric Tons of CO_2eq/yr[6]
	Metric tons/yr	Metric tons/yr	Metric Tons of CO_2eq/yr[6]	Metric tons/yr	Metric Tons of CO_2eq/yr[6]	
Construction Emissions						
2012	150.08	0.00	0.08	0.02	5.41	155.57
2013	200.72	0.00	0.07	0.02	4.80	205.59
Total Construction Emissions	350.8	0.00	0.15	0.04	10.21	361.16
Total Annualized Construction Emissions (30 years)	11.69	0.00	0.005	0.001	0.34	**12.04**
Operational Emissions						
Direct Emissions						
• Area Source[2]	228.74	0.00	1.30	0.00	0.09	*230.13*
• Mobile Source[2, 3]	171.07	0.01	3.19	0.01	0.21	*174.47*
Total Direct Emissions[7]	***399.81***	***0.01***	***4.49***	***0.01***	***0.30***	***404.60***
Indirect Emissions						
• Electricity Consumption[4]	40.45	0.00	0.11	0.00	0.04	*40.6*
• Water Supply[5]	2.63	0.00	0.01	0.00	0.00	*2.64*
Total Indirect Emissions[7]	***43.08***	***0.00***	***0.12***	***0.00***	***0.04***	***43.24***
Total Project-Related GHG Emissions WITHOUT Reductions	459.88 $MTCO_2eq/yr$					
GHG Threshold of Significance	***1,100 $MTCO_2eq/yr$***					
Total Project-Related Operational Emissions WITH 34% Reductions	303.52 $MTCO_2eq/yr$[7]					

Notes:
1. Emissions calculated using CARB's Construction Equipment Emissions Table and the URBEMIS 2007 computer model.
2. Emissions calculated using URBEMIS 2007 computer model for CO_2 and the SCAQMD's *CEQA Handbook for N_2O and CH_4* (note that SCAQMD has the most comprehensive demand factors available).
3. Emissions calculated using URBEMIS 2007 computer model and EMFAC2007, *Highest (Most Conservative) Emission Factors for On-Road Passenger Vehicles and Delivery Trucks*.
4. Electricity Consumption emissions calculated using the SCAQMD's *CEQA Handbook* (note that SCAQMD has the most comprehensive demand factors available) and updated with factors from the California Energy Commission, *Reference Appendices for the 2008 Building Energy Efficiency Standards for Residential and Nonresidential Buildings*, revised June 2009.
5. Emissions are based on energy usage factors for water conveyance from the California Energy Commission, *Water Energy Use in California*, accessed June 2010. http://www.energy.ca.gov/research/iaw/industry/water.html
6. CO_2 Equivalent values calculated using the U.S. Environmental Protection Agency Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/cleanenergy/energy-resources/calculator.html, accessed June 2010.
7. Totals may be slightly off due to rounding.

Refer to Appendix D, *Greenhouse Gas Data*, for detailed model input/output data.

[16] The project lifetime is based on the standard 30 year assumption of the South Coast Air Quality Management District (http://www.aqmd.gov/hb/2008/December/081231a.htm).

Indirect Project-Related Sources of Greenhouse Gases

Electricity Consumption

Energy Consumption emissions were calculated using the South Coast Air Quality Management District's (SCAQMD) *CEQA Air Quality Handbook,*[17] the U.S. Energy Information Administration,[18] and project-specific land use data. The emission factors for electricity use (771.62 pounds of CO_2 per megawatt hour [MWh], 0.00659 pounds of N_2O per MWh, and 0.4037 pounds of CH_4 per MWh) were obtained from the U.S. Energy Information Administration. The proposed project would indirectly result in 40.6 $MTCO_2eq/yr$ due to electricity usage; refer to *Table 4.7-1*.

Water Supply

Water demand for the proposed uses would be approximately 4.5 acre-feet per year, based on typical water consumption rates for institutional uses. Based on energy usage factors for water conveyance from the California Energy Commission, water transport from the State Water Project consumes approximately 1,666 kilowatt hours [kWh] per acre-foot.[19] Emissions from indirect energy impacts due to water supply would result in 2.64 $MTCO_2eq/yr$.

PEDESTRIAN BRIDGE

Construction GHG emissions associated with the pedestrian bridge are accounted for in the emissions presented in *Table 4.7-1*. There would be no operational GHG emissions associated with the pedestrian bridge.

CONSISTENCY WITH THE CALIFORNIA ATTORNEY GENERAL'S MITIGATION MEASURES

MARITIME TRAINING CENTER

The proposed project would incorporate several design features that are consistent with the California Office of the Attorney General's recommended measures to reduce GHG emissions. A list of the Attorney General's recommended measures and the proposed project's compliance with each applicable measure are listed in *Table 4.7-2*, *Project Consistency with the Attorney General's Recommendations*. The proposed project would incorporate sustainable practices which include water, energy, solid waste, land use, and transportation efficiency measures.

In addition to being compliant with many of the Attorney General's recommended design features, the proposed project is also consistent with the California Environmental Protection Agency Climate Action Team proposed early action measures to mitigate climate change. These early action measures are designed to ensure that projects meet the Governor's climate reduction targets, and are documented in the *Climate Action Team Report to Governor Schwarzenegger at the Legislature*, March 2006. The early action measures are also included in the CARB Scoping Plan and are mandated under AB 32.

[17] SCAQMD's *CEQA Air Quality Handbook, Table A9-11*, November 1993.
[18] U.S. Energy Information Administration, *Domestic Electricity Emissions Factors 1999-2002*.
[19] California Energy Commission, Water Energy Use in California, Accessed June 2010. http://www.energy.ca.gov/research/iaw/industry/water.html

Table 4.7-2
Project Consistency With the Attorney General's Recommendations

Project Design Feature	Project Applicability	Percent Reduction
Energy Efficiency		
Incorporate green building practices and design elements.	**Compliant.** The proposed project would incorporate energy and water efficiency measures, as described below. The proposed project would utilize shade trees and other shading mechanisms such as overhangs to optimize on-site energy performance. The proposed project would also install a copper roof to reduce the heat island effect.	2
Meet recognized green building and energy efficiency benchmarks.	**Compliant.** At the Schematic Design Level of review, the proposed project would receive a Leadership in Energy and Environmental Design (LEED) Silver Certification.	2
Install energy efficient lighting (e.g., light emitting diodes (LEDs)), heating and cooling systems, appliances, equipment, and control systems.	**Compliant.** The proposed project would include energy efficient T5 and light-emitting diode (LED) lighting, as well as light sensors in the project design.	2
Install efficient lighting, (including LEDs) for traffic, street and other outdoor lighting.		
Use passive solar design, e.g., orient buildings and incorporate landscaping to maximize passive solar heating during cool seasons, minimize solar heat gain during hot seasons, and enhance natural ventilation. Design buildings to take advantage of sunlight.	**Compliant.** The Maritime Training Center would be oriented to take advantage of daylight and natural breezes.	1
Reduce unnecessary outdoor lighting.	**Compliant.** Lighting sensors and controls would reduce unnecessary outdoor lighting.	Accounted for above
Provide education on energy efficiency to residents, customers and/or tenants.	**Compliant.** The proposed project would provide education on energy efficiency to facility users.	1
Renewable Energy and Energy Storage		
Install solar, wind, and geothermal power systems and solar hot water heaters.	**Compliant.** The project proposes to include photovoltaic panels.	2
Install solar panels on unused roof and ground space and over carports and parking areas.		
Water Conservation and Efficiency		
Incorporate water-reducing features into building and landscape design.	**Compliant.** The project would plant native, drought resistant species. Berms and swales would be strategically placed on-site to capture rainwater. The proposed project would also use rainwater or graywater for irrigation. Additionally, the proposed project would be subject to the regulations within Chapter 14.17, *Water-Efficient Landscaping*, of the City's Municipal Code.	1
Create water-efficient landscapes.		
Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and use water-efficient irrigation methods.		
Make effective use of graywater. (Graywater is untreated household waste water from bathtubs, showers, bathroom wash basins, and water from clothes washing machines. Graywater to be used for landscape irrigation.)		
Design buildings to be water-efficient. Install water-efficient fixtures and appliances.	**Compliant.** The proposed project would incorporate water-efficient fixtures and appliances such as sinks and toilets.	1
Provide education about water conservation and available programs and incentives.	**Compliant.** The proposed project would provide education on water conservation and available programs to facility users.	Accounted for above

Table 4.7-2 (continued)
Project Consistency With the Attorney General's Recommendations

Project Design Feature	Project Applicability	Percent Reduction
Solid Waste Measures		
Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).	**Compliant.** The proposed project proposes to reuse and recycle construction waste.	1
Provide easy and convenient recycling opportunities for residents, the public, and tenant businesses.	**Compliant.** The proposed project would include areas for recycling inside and outside of the Maritime Training Center. Also, the City maintains a 52 percent diversion rate from Orange County landfills. The City has one composting facility, five recycling programs, and six programs specializing in source reduction.	1
Provide education and publicity about reducing waste and available recycling services.	**Compliant.** Education regarding the importance of reducing waste and recycling would be provided to the users of the facility.	Accounted for above
Land Use Measures		
Ensure consistency with "smart growth" principles – mixed-use, infill, and higher density projects that provide alternatives to individual vehicle travel and promote the efficient delivery of services and goods.	**Compliant.** The proposed project is considered to be an infill project, as it is proposed on a previously developed site within a developed portion of the City.	10
Incorporate public transit into the project's design.	**Compliant.** The proposed project is located approximately 0.06 miles to an existing bus stop, providing students and faculty the opportunity to utilize alternative modes of transportation which reduces vehicle miles traveled (VMT).	1
Include pedestrian and bicycle facilities within projects and ensure that existing non-motorized routes are maintained and enhanced.	**Compliant.** The proposed project design includes bicycle racks and sidewalks to encourage non-motorized travel.	4
Promote "least polluting" ways to connect people and goods to their destinations.	**Compliant.** Additionally, the proposed project is adjoined by a Class I bicycle route along West Coast Highway and provides pedestrian connectivity to the surrounding circulation system.	Accounted for above
Require amenities for non-motorized transportation, such as secure and convenient bicycle parking.	**Compliant.** The proposed project includes bicycle racks at the Maritime Training Center.	Accounted for above
Ensure that the project enhances, and does not disrupt or create barriers to, non-motorized transportation.	**Compliant.** The project proposes a pedestrian bridge over West Coast Highway, which would connect the proposed Maritime Training Center to the existing OCC facility. The bridge would also provide safe access to bus routes located along the east and west sides of West Coast Highway.	5
	Total Reduction	**34**

PEDESTRIAN BRIDGE

Since the proposed pedestrian bridge would support activities at the Maritime Training Center, its consistency with GHG recommendations is included within the analysis above. Impacts would be less than significant in this regard.

CONSISTENCY WITH THE CARB SCOPING PLAN

MARITIME TRAINING CENTER

A complete list of CARB Scoping Plan Measures/Recommended Actions needed to obtain AB 32 goals, as well as the Governor's Executive Order, are referenced in *Table 4.7-3*, *Recommended Actions for Climate Change Proposed Scoping Plan*. Of the 39 measures identified, those that would be considered to be applicable to the proposed project would primarily be those actions related to electricity and natural gas use and water conservation. Consistency of the proposed project with these measures is evaluated by each source-type measure below. *Table 4.7-3* identifies which CARB Recommended Actions applies to the proposed project, and of those, whether the proposed project is consistent therewith.

AB 32 requires California to reduce its GHG emissions by approximately 28 to 33 percent below business as usual. CARB identified reduction measures to achieve this goal as set forth in the CARB Scoping Plan. The proposed project would facilitate development that would directly generate GHG emissions. Potential indirect GHG emissions could also be generated by incremental electricity consumption and waste generation. A detailed discussion of each applicable measure and if the proposed project conflicts with its implementation is provided below.

Table 4.7-3
Recommended Actions for Climate Change Proposed Scoping Plan

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards	No	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	No	No
T-3	Transportation	Regional Transportation-Related GHG Targets	**Yes**	No
T-4	Transportation	Vehicle Efficiency Measures	No	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-movement Efficiency Measures	**Yes**	No
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	No	No
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High Speed Rail	No	No
E-1	Electricity and Natural Gas	Increased Utility Energy efficiency programs More stringent Building and Appliance Standards	**Yes**	No
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000GWh	No	No
E-3	Electricity and Natural Gas	Renewable Portfolio Standard	No	No
E-4	Electricity and Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Natural Gas	Energy Efficiency	**Yes**	No
CR-2	Electricity and Natural Gas	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	**Yes**	No
W-1	Water	Water Use Efficiency	**Yes**	No
W-2	Water	Water Recycling	No	No
W-3	Water	Water System Energy Efficiency	No	No
W-4	Water	Reuse Urban Runoff	No	No

Table 4.7-3 (continued)
Recommended Actions for Climate Change Proposed Scoping Plan

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources	No	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	**Yes**	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF_6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perflourocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

Source: California Air Resources Board, *Assembly Bill 32 Scoping Plan*, 2008.

Transportation

Action T-3 is based on the requirements of SB 375 which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Through the SB 375 process, regions will work to integrate development patterns and the transportation network in a way that achieves the reduction of GHG emission while meeting housing needs and other regional planning objectives. SB 375 requires CARB to develop, in consultation with SCAG, passenger vehicle GHG emissions reduction targets for 2020 and 2035 by September 30, 2010. As the City is within the SCAG area, future development within the project area would be consistent with Action T-3.

Action T-6 refers to the improvement of efficiency in goods movement activities. T-6 mainly addresses ports, but also includes a discussion on trucks and related facilities. The proposed project is located approximately 0.06 miles to an existing bus stop, providing students and faculty the opportunity to utilize alternative modes of transportation which reduces VMTs. Additionally, the proposed project is

adjoined by a Class I bicycle route along West Coast Highway and provides pedestrian connectivity to the surrounding circulation system. Bicycle racks are also proposed at the Maritime Training Center. These features would ensure efficient movement of goods and helps reduce vehicular trips associated with the proposed project. Therefore, the proposed project would be consistent with Recommended Action T-6.

Electricity and Natural Gas

Action E-1 aims to reduce electricity demand by increased efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards. The proposed project would incorporate shade trees, as well as energy efficient heating and cooling systems, appliances, equipment, and control systems. A copper roof to reduce the heat island effect would also be installed. As a result, it is anticipated that future development within the project area would incorporate energy efficient features into future projects. Therefore, the proposed project would help implement and would not conflict with Action E-1.

Recommended Action CR-1 refers to energy efficiency. Key energy efficiency strategies would include codes and standards, existing buildings, improved utility programs, solar water heating, and combined heat and power, among others. The Maritime Training Center would be oriented to take advantage of passive solar design and natural breezes. Also, the proposed project proposes to utilize LED and T5 lighting, and would incorporate lighting sensors and controls. Therefore, the proposed project would not obstruct implementation of Action CR-1.

Green Buildings

Recommended Action GB-1 expands the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed project would be required to comply with the requirements of Title 24 of the *California Administrative Code*. The proposed project also incorporates energy efficiency design features, such as shade trees and other shading mechanisms such as overhangs to optimize energy performance. The proposed project would also utilize a copper roof to reduce the heat island effect, and photovoltaic panels are also proposed. Also, at the Schematic Design Level of review, the proposed project would receive a LEED Silver Certification. Therefore, the proposed project would not obstruct implementation of Action GB-1.

Water Use

Recommended Action W-1 pertains to implementation water use efficiency measures. The project proposes to incorporate water-efficient buildings and landscapes into the project design. Buildings would include water-efficient fixtures and appliances. The proposed project would plant native, drought resistant species throughout the project site to reduce water consumption, and would strategically place berms and swales to capture rainwater. Additionally, the proposed project proposes to use rainwater or graywater for irrigation. On-site watering methods would be restricted and runoff would be controlled. The proposed project would also be subject to the regulations within Chapter 14.17, *Water-Efficient Landscaping*, and Chapter 14.16, *Water Conservation and Supply Level Regulations*, of the City's Municipal Code. The proposed project is consistent with and would not obstruct this Recommended Action.

Recycling and Waste Management

RW-3 relates to high recycling/zero waste and would apply to the proposed project. The project proposes to reuse and recycle construction and demolition waste. Additionally, the proposed project would provide interior and exterior storage areas for recyclables in public areas. Further, the City maintains a 52 percent diversion rate from Orange County landfills. The City has one composting

facility, five recycling programs, and six programs specializing in source reduction. Additionally, the *General Plan* states that the City recycles over 25 percent of its residential waste stream, as well as 100 percent of the concrete, asphalt, and green and brown wastes generated by City operations. The proposed project would comply with Recommended Action RW-3.

PEDESTRIAN BRIDGE

Since the proposed pedestrian bridge would support activities at the Maritime Training Center, its consistency with the CARB Scoping Plan is included within the analysis above. Impacts would be less than significant in this regard.

CONCLUSION

MARITIME TRAINING CENTER

The proposed project would result in the construction of the Maritime Training Center and a pedestrian bridge. As shown in *Table 4.7-1*, the proposed project would result 459.88 $MTCO_2eq/yr$ of operational-related emissions without reductions from project design features. To quantify GHG emissions reductions resulting from project operations, CAPCOA has identified the percent reduction associated with such GHG mitigation measures (found in Appendix B of CAPCOA's *CEQA and Climate Change White Paper*). Based on the reduction measures in *Table 4.7-2*, the proposed project would reduce its GHG emissions 34 percent below the "business as usual" scenario. Therefore, the proposed project's operational GHG emissions would be reduced to 390.52 $MTCO_2eq/yr$. AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28.5 percent reduction in "business as usual" GHG emissions for the entire State. Therefore, the proposed project would result in GHG emissions within the 1,100 $MTCO_2eq/yr$ threshold, and would also be consistent with the reduction goals of AB 32.

In general, with implementation of project design reduction features, implementation of the proposed project would result in a 34 percent reduction in GHG emissions, and would have a less than significant impact with regards to GHG emissions. The CARB Scoping Plan analysis above demonstrates "that projected … emissions will be equal to or less than 1990 emissions."[20] As stated above, reducing GHG emissions to 1990 levels would require a 28.5 percent reduction in "business as usual" GHG emissions for the entire State. As the proposed project would reduce its GHG emissions by 34 percent, it would be consistent with the goals established in AB 32. Therefore, a less than significant impact would occur.

PEDESTRIAN BRIDGE

Refer to the discussion above.

Mitigation Measures: No mitigation is required.

[20] California Air Pollution Control Officers Association, *CEQA and Climate Change*, January 2008.

b) ***Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

Less Than Significant Impact.

MARITIME TRAINING CENTER

No other applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions apply to the project area. Therefore, the proposed project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. Also, the proposed project would result not in substantial construction-related or operational GHG emissions. The proposed project would not hinder the State's GHG reduction goals established by Assembly Bill 32. Thus, a less than significant impact would occur in this regard.

PEDESTRIAN BRIDGE

Refer to the discussion above.

Mitigation Measures: No mitigation is required.

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4.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		✓		
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		✓		
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			✓	

RBF Consulting prepared a *Phase I Environmental Site Assessment* (*Phase I ESA*) dated July 6, 2010. The intent of the *Phase I ESA* is to identify the potential existence of hazardous materials/wastes within the boundaries of the project site. The *Phase I ESA* was prepared using methods consistent with the American Society for Testing and Materials (ASTM) E 1527-05 Standard Practice for Environmental Site Assessments. The ASTM E 1527-05 Standard Practice outlines a procedure for completing Phase I ESAs that includes a search for recorded environmental cleanup liens; review of Federal, tribal, State, and local government records; visual inspection of the property and of adjoining properties; and interviews with current owners, operators, and occupants. The *Phase I ESA* can be found in Appendix E, Phase I ESA.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact.

MARITIME TRAINING CENTER

The project proposes the construction of the Maritime Training Center, and would not involve the routine transport, use, or disposal of substantial quantities of hazardous materials. With the exception

of utilizing gasoline and diesel fuels for construction equipment, no other hazardous materials would be transported to or from the project site, or used in the construction process. Fuels and solvents for construction would be stored and utilized pursuant to Best Management Practices. Also, long-term operations of the proposed Maritime Training Center would not involve the use of hazardous materials. Therefore, impacts would be less than significant in this regard.

PEDESTRIAN BRIDGE

The pedestrian bridge would provide a connection over West Coast Highway. With the exception of utilizing gasoline and diesel fuels for construction equipment, no other hazardous materials would be transported to or from the project site, or used in the construction process. Fuels and solvents for construction would be stored and utilized pursuant to Best Management Practices. Also, long-term operations of the pedestrian bridge would not involve the use of hazardous materials. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

Short-Term Impacts

During the short-term period of project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

The project site previously consisted of three structures, and currently consists of one structure. The OCSD demolished two of the structures and is currently using the remaining structure as a construction management office during construction of a pump station to the west of the project site. The remaining structure would be demolished as part of the ongoing work with the OCSD. No structures would be present on-site prior to on-site construction. The *Phase I ESA* did not identify any potential hazardous materials anticipated at the project site that would result in a significant impact to public safety during construction.

Asbestos Containing Materials/Lead-Based Paints

One structure currently exists at the project site; therefore, asbestos containing materials (ACMs) are likely to be associated with this structure. Also, the on-site structure appears to be painted. Therefore, on-site lead-based paints (LBPs) may be present as well. However, this structure would be demolished prior to construction of the proposed project as part of the OCSD's RPPS project. Any necessary remediation for ACMs or LBPs associated with the structure would be handled by OCSD prior to

development of the project site. Therefore, impacts related to ACMs and LBPs would be less than significant.

Gas Seepage

The City's *General Plan EIR* states that methane gas occurs in the shallow subsurface of some areas of the City. Therefore, the City has established a Methane Overlay Zone for areas susceptible to elevated levels of subsurface methane gas concentrations. The Maritime Training Center is proposed on the OCSD RPPS site. Although the project site is not located in the Methane Overlay Zone, the *RPPS EIR* identified potential impacts from gas seepage at the project site. Surveys conducted at the project site indicated the potential presence of elevated methane and hydrogen sulfide (subsurface gases) beneath the project site. Elevated methane concentrations pose an explosive hazard during construction, and hydrogen sulfide concentrations pose a toxic threat to construction workers. Chapter 15.55.040, *Methane Gas Mitigation District - Requirements*, of the *Municipal Code*, establishes requirements for development proposed within the Methane Overlay Zone. Although the project is not within the Methane Overlay Zone, potential hazards from gas seepage exist at the project site. Therefore, during construction, the contractor would ensure that methane and hydrogen sulfide levels are monitored throughout the project area to ensure safety at the project site (Mitigation Measure HAZ-1). With implementation of Mitigation Measure HAZ-1, impacts from gas seepage during construction would be less than significant.

Off-Site Uses

According to the *Phase I ESA*, public records identified 11 listed regulatory sites within one mile of the project site. The potential for contaminated groundwater to underlie the project site, as a result of these off-site regulatory properties, is considered to be low due to the groundwater flow direction from the project site, distance from project site, and/or the status of the identified sites.

The *Phase I ESA* does not identify any conditions at the project site suggesting that construction activities would result in the accidental release of existing hazardous materials as a result of off-site properties. Therefore, impacts in this regard would be less than significant.

Long-Term Operational Impacts

Additionally, long-term operations at the project site would consist of an institutional use. Once constructed, the proposed project would not result in the transport, use, or disposal of hazardous materials. Thus, no impact would occur with regard to the potential for upset or accidental conditions involving hazardous materials.

The potential for long-term impacts from gas seepage exists as a result of the elevated subsurface methane and hydrogen sulfide concentrations at the project site. As stated above, the *RPPS EIR* identified potential explosive hazards from elevated methane levels and toxic threats from elevated hydrogen sulfide levels during operations of the project. Therefore, in order to reduce long-term impacts, the contractor would be required to submit plans to the City to test building site soils for the presence of gases. If testing reveals methane gas in excess of 1.25 percent by volume at ambient pressure and temperature (lower explosive limit), a mitigation plan would be submitted for approval by the City. The mitigation plan would include measures such as flared vent systems, underground collection systems, or other proven systems, devices, or techniques, and would reduce the level of methane gas in the building to less than 25 percent of the lower explosive limit. Also, an isolation barrier, secured with a gas-tight seal, would be installed beneath the Maritime Training Center foundation and floors at ground level (Mitigation Measure HAZ-2). With implementation of Mitigation Measure HAZ-2, the potential long-term impacts from gas seepage would be less than significant.

PEDESTRIAN BRIDGE

Refer to the short-term construction-related discussion above, and Mitigation Measure HAZ-1. Operations of the pedestrian bridge would not result in long-term gas impacts, as the bridge would be elevated between 19 and 20 feet above the ground. A less than significant impact would occur in this regard.

Mitigation Measures:

MARITIME TRAINING CENTER

HAZ-1 During construction, the construction contractor shall ensure that methane and hydrogen sulfide levels are monitored with an appropriate device throughout the project area to ensure that methane and hydrogen sulfide levels do not increase or create odors, or expose workers to risk of explosion or health effects.

HAZ-2 Prior to the issuance of grading permits, the Coast Community College District shall submit a plan, prepared by a licensed consulting geologist or other qualified consultant, to test building site soils for the presence of methane gas, or commit to test in conformance with any standard plans and specifications adopted by the City Fire Chief and/or Building Department Director (consistent with the *City of Newport Beach Municipal Code*).

Soils shall be tested in accordance with the approved plan. In the event testing reveals methane gas in excess of 1.25 percent by volume at ambient pressure and temperature (lower explosive limit), a mitigation plan (prepared by a licensed geologist or other qualified consultant) shall be submitted for approval by the City Fire Chief and/or Building Department Director. Mitigation shall be accomplished by flared vent systems, underground collection systems, or other proven systems, devices, or techniques. Mitigation shall be designed to reduce the level of methane gas in the Maritime Training Center to less than 25 percent of the lower explosive limit. In the event the measures specified in the mitigation plan do not reduce the level of methane gas below 25 percent of the lower explosive limit, the mitigation plan shall be modified to include additional measures, and those measures shall be implemented within 30 days after approval of the amended plan.

An isolation barrier shall be installed, consisting of a continuous, flexible, permanent, and nongas permeable barrier beneath the Maritime Training Center foundation and floors at ground level. Barrier penetrations shall be secured with a gas-tight seal.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure HAZ-1. No additional mitigation is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

The project site is located 0.12 miles west of Ensign Intermediate School (2000 Cliff Drive) and adjoins the existing OCC SSS facility. The proposed project involves an institutional use (Maritime Training Center) and pedestrian bridge structure and does not involve hazardous emissions or acutely

hazardous materials that would pose a potential health hazard. The only emissions that would occur are those resulting from the use of heavy equipment required for construction. However, these emissions would consist primarily of particulates and criteria air pollutants that do not pose a significant health risk (refer to Section 4.3, Air Quality). No toxic or hazardous materials would be utilized within one-quarter mile of a school. However, as stated in Response 4.8(b), the potential for gas seepage at the project site exists. Therefore, with implementation of Mitigation Measures HAZ-1 and HAZ-2, operational impacts from potential gas seepage would be reduced to less than significant levels.

PEDESTRIAN BRIDGE

Refer to the discussion above. Also, due to the nature of the proposed bridge structure, no impacts would result with regard to potential gas seepage.

Mitigation Measures:

MARITIME TRAINING CENTER

Refer to Mitigation Measures HAZ-1 and HAZ-2. No additional mitigation is required.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure HAZ-1. No additional mitigation is required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact.

MARITIME TRAINING CENTER

The *Phase I ESA* did not identify any on-site regulatory properties. No known corrective action, restoration, or remediation has been planned, is currently taking place, or has been completed on the project site. The project site has not been under investigation for violation of any environmental laws, regulations, or standards, as identified in the *Phase I ESA*. Therefore, the project site is not included on a list of hazardous materials sites compiled pursuant to *Government Code* Section 65962.5. No impacts would occur in this regard.

PEDESTRIAN BRIDGE

Refer to the discussion above.

Mitigation Measures: No mitigation is required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact.

MARITIME TRAINING CENTER

The nearest airport to the project site is the John Wayne Airport, located approximately four miles to the northeast. Due to distance, it is anticipated that implementation of the proposed project would not

expose people residing or working in the project area to safety hazards associated with the operation of a public airport. Also, there are no private air strips within the City. Therefore, no impact would occur.

PEDESTRIAN BRIDGE

Refer to the discussion above.

Mitigation Measures: No mitigation is required.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. Refer to Response 4.8(e).

Mitigation Measures: No mitigation is required.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact.

MARITIME TRAINING CENTER

The City's *Emergency Management Plan* (*EMP*), dated July 2004, identifies the City's emergency planning, organization, and response policies and procedures. The *EMP* provides guidance for the City's response to extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations in both ware and peacetime. The construction of the Maritime Training Center would not require the closure of any roadways that would be utilized for emergency purposes. The proposed project would be in full compliance with the City's *Municipal Code* in regards to emergency access and evacuation. Therefore, impacts associated with emergency response and evacuation would be less than significant.

PEDESTRIAN BRIDGE

During the short-term construction process for the pedestrian bridge, temporary lane closures along both sides of West Coast Highway would be required in order to construct the bridge footings and/or install the bridge truss. The construction process could result in impacts related to emergency response and/or evacuation. However, Mitigation Measure HAZ-3 would require that the CCCD prepare a Traffic Management Plan (TMP) to minimize potential traffic impacts related to bridge construction. The TMP would require that adequate emergency routes within the project area are provided at all times, that adequate lane closure signage is provided, and that heavy equipment access to the site is properly controlled. In addition, any impacts associated with the construction process would be short-term in nature and would cease upon completion of the project. Thus, potential impacts related to emergency operations would be less than significant upon implementation of Mitigation Measure HAZ-3. Refer to Section 4.16, Transportation/Traffic, for a detailed discussion of short-term construction impacts.

During long-term operations, the bottom of the proposed pedestrian bridge would vary between 19 and 20 feet high over the roadway surface. This height would allow for emergency response vehicles to pass under the bridge, as the maximum height of a fire truck is 13 feet, six inches. Therefore, the pedestrian bridge would not long-term impacts related to evacuation routes or emergency access in the area. Impacts in this regard would be less than significant.

Mitigation Measures:

MARITIME TRAINING CENTER

No mitigation is required.

PEDESTRIAN BRIDGE

HAZ-3 Prior to construction, the Coast Community College District shall prepare a Traffic Management Plan (TMP) to address traffic and safety concerns resulting from any lane closure(s) along West Coast Highway. At a minimum, the TMP shall include measures to accomplish the following:

- In compliance with Chapter 12.32.010 of the City's *Municipal Code*, haul trucks and other construction equipment weighing over three tons shall only utilize designated truck routes except when necessary to traverse another street to a destination for the purpose of loading or unloading, but then only by such deviation from the nearest truck route as is reasonably necessary;
- Clearly denote lane closures, traffic rerouting, and signage to alert travelers of such closures;
- Ensure vehicular and emergency access to the project area is maintained during construction; and
- Construction equipment traffic shall be controlled by a flagperson.

The TMP shall be subject to review and approval by the California Department of Transportation and the City of Newport Beach.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less Than Significant Impact.

MARITIME TRAINING CENTER

According to Figure S4, Wildfire Hazards, of the *General Plan*, the project site is located in a designated fire susceptibility area of "low/none". The project proposes an institutional use with minimal ornamental landscaping which would not increase the fire susceptibility of the area. The proposed project would not expose people or structures to wildland fires. Thus, impacts in this regard would be less than significant.

PEDESTRIAN BRIDGE

The proposed location of the pedestrian bridge is also located in a fire susceptibility area of "low/none". The bridge does not involve any ornamental landscaping and would not increase the fire susceptibility of the area or expose people or structures to wildland fires. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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4.9 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?		✓		
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		✓		
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		✓		
f. Otherwise substantially degrade water quality?			✓	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
j. Inundation by seiche, tsunami, or mudflow?		✓		

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact With Mitigation Incorporated.

Maritime Training Center

As stated within Response 4.6(b), the primary water quality concern related to the Maritime Training Center would be potential erosion impacts during construction activities. Grading and excavation activities associated with construction of the Maritime Training Center would expose soils to potential short-term erosion by wind and water. Since the project impact area would be below one acre, the proposed project would not be subject to the requirements of the Construction General Permit under the NPDES program administered by the Santa Ana RWQCB. However, construction of the Maritime Training Center would be required to comply with water quality control measures included in Chapter 15.10, *Excavation and Grading Code*, of the City's *Municipal Code* (refer to Mitigation Measure GEO-3). The *Excavation and Grading Code* includes measures to minimize water quality impacts such as

vegetation of cut and fill slopes, desilting facilities, and temporary water quality basins, among others. Upon adherence to these requirements, impacts in this regard would be less than significant.

The Maritime Training Center is not anticipated to violate any water quality standards or waste discharge requirements during long-term operations. The majority of the Maritime Training Center site would be paved, and any pervious areas would be landscaped (including any area disturbed on the bluff immediately north of the site) to minimize potential impacts related to soil erosion. In addition, the Mitigation Measure HYD-1 would ensure that a Water Quality Management Plan (WQMP) would be prepared for the proposed project prior to the issuance of grading permits. The WQMP would identify applicable structural and/or non-structural Best Management Practices (BMPs) that would ensure that water quality impacts are reduced to a less than significant level.

Pedestrian Bridge

Grading and excavation required for the pedestrian bridge would affect a relatively small area adjacent to the proposed Maritime Training Center and existing OCC SSS. This earthwork would be necessary to construct the footings and ancillary facilities to support the bridge. As stated above, the proposed project would not be subject to compliance with the Construction General Permit under the NPDES program since the total impact area would be less than one acre. However, upon implementation of Mitigation Measure GEO-3 (compliance with the City's *Excavation and Grading Code*), impacts during long-term operations would be less than significant.

As a bridge overcrossing West Coast Highway, the pedestrian facility would not have the potential to result in long-term operational water quality impacts. Thus, no long-term impacts would occur.

Mitigation Measures:

MARITIME TRAINING CENTER

In addition to Mitigation Measure GEO-3, the following mitigation shall apply:

HYD-1 Prior to issuance of a grading permit, the Coast Community College District shall prepare a Water Quality Management Plan for the proposed project that shall identify structural and/or non-structural Best Management Practices for minimizing water quality impacts. The Water Quality Management Plan shall identify entities responsible for the funding and long-term maintenance/inspection of all Best Management Practices. The Water Quality Management Plan shall be subject to approval by the City of Newport Beach.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure GEO-3. No additional mitigation is required.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact.

MARITIME TRAINING CENTER

The proposed Maritime Training Center would not result in any groundwater extraction or the depletion of groundwater supplies. Although the majority of the site would be paved with impermeable surfaces,

the site is only 0.53 acres in size, and implementation of the proposed project would not result in a substantial interference in groundwater recharge. The Maritime Training Center would not result in a net deficit in aquifer volume or lowering of the groundwater table. Impacts in this regard would be less than significant.

PEDESTRIAN BRIDGE

The proposed pedestrian bridge would provide an overcrossing of West Coast Highway between the proposed Maritime Training Center and the existing OCC SSS. The construction impact areas along both sides of West Coast Highway for the bridge are either already developed and paved or would be paved as part of construction of the Maritime Training Center. Thus, the construction of bridge footings and ancillary facilities on both sides of the West Coast Highway ROW would not result in any increase in impervious areas. In addition, the pedestrian bridge would not require any groundwater extraction or the depletion of groundwater supplies. Thus, no impacts related to the bridge would not occur.

Mitigation Measures: No mitigation is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

The proposed Maritime Training Center site is generally flat and has been disturbed and graded by previous development. The site is currently being utilized as a construction staging area for the OCSD's RPPS project. As stated in Responses 4.6(b) and 4.9(a), construction-related erosion and siltation impacts would be less than significant upon implementation of Mitigation Measure GEO-3.

During long-term operations, drainage from the site would travel in a southerly direction and enter existing drainage infrastructure along West Coast Highway. The proposed Maritime Training Center would not substantially alter the topography or drainage pattern of the site or area, nor would it alter the course of a stream or river. In addition, Mitigation Measure HYD-1 would require preparation of a WQMP that would include BMPs to ensure that potential water quality impacts are reduced to a less than significant level.

PEDESTRIAN BRIDGE

As stated in Responses 4.6(b) and 4.9(a), construction-related erosion and siltation impacts related to the pedestrian bridge would be less than significant upon implementation of Mitigation Measure GEO-3. In addition, as a bridge overcrossing West Coast Highway, the pedestrian facility would not have the potential to result in long-term erosion or siltation. Thus, no long-term impacts would occur.

Mitigation Measures:

MARITIME TRAINING CENTER

Refer to Mitigation Measures GEO-3 and HYD-1. No additional mitigation is required.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure GEO-3. No additional mitigation is required.

d) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?***

Less Than Significant Impact.

MARITIME TRAINING CENTER

The Maritime Training Center site is generally flat and has been graded as part of previous development. The proposed Maritime Training Center would not substantially alter the existing drainage pattern of the site, and would not alter the course of a stream or river. The proposed project would result in a slight increase in impervious area due to on-site paving but would not result in any flooding on- or off-site. Impacts in this regard would be less than significant.

PEDESTRIAN BRIDGE

The impact area related to the footings for the pedestrian bridge are graded and flat. Bridge construction would not substantially alter the drainage pattern of the site or area, and would not alter the course of a stream or river. The bridge would not have the potential to result in flooding on- or off-site, and no impacts in this regard would occur.

Mitigation Measures: No mitigation is required.

e) ***Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

Refer to Responses 4.6(b) and 4.9(a) for a discussion regarding construction-related water quality impacts.

As stated in Response 4.9(a), the project would not result in significant impacts to water quality during long-term operations. Mitigation Measure HYD-1 would ensure that a WQMP would be prepared for the proposed project prior to the issuance of grading permits. The WQMP would identify applicable structural and/or non-structural BMPs that would ensure that water quality impacts are reduced to a less than significant level.

PEDESTRIAN BRIDGE

Refer to Responses 4.6(b) and 4.9(a) for a discussion regarding construction-related water quality impacts. As a pedestrian overcrossing of West Coast Highway, the proposed pedestrian bridge would not result in long-term operational runoff impacts. The bridge would not exceed stormwater drainage capacity or result in polluted runoff. Impacts in this regard would be less than significant.

Mitigation Measures:

MARITIME TRAINING CENTER

Refer to Mitigation Measures GEO-3 and HYD-1. No additional mitigation is required.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure GEO-3. No additional mitigation is required.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact.

MARITIME TRAINING CENTER

The proposed Maritime Training Center is not anticipated to result in water quality impacts other than the potential short-term construction and long-term operational impacts identified above in Responses 4.9(a), 4.9(c), and 4.9(e). Impacts in this regard would be less than significant.

PEDESTRIAN BRIDGE

The proposed pedestrian bridge is not anticipated to result in water quality impacts other than the potential short-term construction and long-term operational impacts identified above in Responses 4.9(a), 4.9(c), and 4.9(e). Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact.

MARITIME TRAINING CENTER

According to the Federal Emergency Management Agency (FEMA), the project site is situated within Zone X, which is outside of the 100-year flood hazard area.[21] In addition, no housing would be constructed as part of the proposed project. No impact would occur in this regard.

PEDESTRIAN BRIDGE

According to the FEMA, the project site is not located within a 100-year flood hazard area.[22] In addition, no housing would be constructed as part of the proposed project. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

[21] Federal Emergency Management Agency, Flood Insurance Rate Map #06059C0381J, Panel 381 of 539, revised December 3, 2009.
[22] Ibid.

h) ***Place within a 100-year flood hazard area structures which would impede or redirect flood flows?***

No Impact.

MARITIME TRAINING CENTER

As stated above in Response 4.9(g), the Maritime Training Center site is not located within a 100-year flood hazard area.[23] The proposed project would not impede or redirect flood flows, and no impact would occur.

PEDESTRIAN BRIDGE

As stated above in Response 4.9(g), the proposed pedestrian bridge site is not located within a 100-year flood hazard area.[24] The proposed project would not impede or redirect flood flows, and no impact would occur.

Mitigation Measures: No mitigation is required.

i) ***Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?***

Less Than Significant Impact.

Maritime Training Center

Several dams are located within and in the vicinity of the City. Portions of the City are downstream from Prado Dam, Santiago Creek Reservoir, Villa Park Reservoir, San Joaquin Reservoir, Big Canyon Reservoir, and Harbor View Reservoir. Dam failure inundation zones within the City are generally similar to 100-year flood hazard zones. That is, areas that would be inundated in the event of dam failure are those that are near the Santa Ana River, San Diego Creek, and Newport Bay. Although the Maritime Training Center site is located adjacent to Newport Bay, it is not located within a 100 year flood hazard zone (refer to Responses 4.9[g] and 4.9[h]). Moreover, construction of the proposed Maritime Training Center would not increase the risk of dam failure. Because the holding-capacity of dams is greater than that of other structures, failure of other flood control and water storage structures, such as levees and water tanks, would not result in inundation impacts greater than those resulting from dam failure.[25] As such, impacts in this regard would be less than significant.

Pedestrian Bridge

As stated above, several dams are located within and in the vicinity of the City. Dam failure inundation zones within the City are generally similar to 100-year flood hazard zones. That is, areas that would be inundated in the event of dam failure are those that are near the Santa Ana River, San Diego Creek, and Newport Bay. Although the pedestrian bridge site is located adjacent to Newport Bay, it is not located within a 100 year flood hazard zone (refer to Responses 4.9[g] and 4.9[h]). Moreover, construction of the proposed Maritime Training Center would not increase the risk of dam failure. Because the holding-capacity of dams is greater than that of other structures, failure of other flood control and water storage structures, such as levees and water tanks, would not result in inundation

[23] Ibid.
[24] Ibid.
[25] EIP Associates, *City of Newport Beach General Plan Final EIR*, July 2006.

impacts greater than those resulting from dam failure.[26] As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

j) Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact With Mitigation Incorporated.

Maritime Training Center

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The only semi-enclosed body of water in proximity to the Maritime Training Center site is Lido Channel, to the south of the site. According to the City's *General Plan EIR*, the probability that damaging seiches could occur within the City is considered low.[27] Impacts related to seiches would be less than significant.

Tsunamis are a potential hazard to the Maritime Training Center site due to the close proximity of the Pacific Ocean and low elevation. Orange County has not experienced a tsunami greater than what naturally occurs during high storm tides, although the coastal area is subject to potential tsunami flooding when combined with high tides. According to the City's *General Plan EIR*, major damage from tsunamis are negligible for inland bays.[28] Thus, impacts related to tsunami hazards would be less than significant.

The bluff situated north of the Maritime Training Center site could create a potential for mudflow during a heavy storm event. However, as discussed within Response 4.6(a)(4), Mitigation Measure GEO-2 would apply to construction adjacent to the bluff to ensure that stability is not compromised. Thus, impacts in regards to mudflow would be less than significant.

Pedestrian Bridge

As stated above, the risk of seiche and tsunami hazards in the site vicinity are considered low, and impacts would be less than significant. In addition, Mitigation Measure GEO-2 would apply to the proposed project, which would minimize impacts related to mudflow to less than significant levels. Thus, impacts in this regard would be less than significant in relation to the pedestrian bridge.

Mitigation Measures:

MARITIME TRAINING CENTER

Refer to Mitigation Measures GEO-2. No additional mitigation is required.

[26] Ibid.
[27] Ibid.
[28] Ibid.

PEDESTRIAN BRIDGE

Refer to Mitigation Measures GEO-2. No additional mitigation is required.

4.10 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		✓		
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

a) Physically divide an established community?

***No Impact*.**

MARITIME TRAINING CENTER

The Maritime Training Center site was developed with commercial uses prior to their demolition as part of the OCSD's RPPS project. The site is currently being utilized as a staging area for construction of the RPPS. Given the developed nature of the Maritime Training Center site, implementation of the proposed project would not represent a division of an established community. Thus, no impacts would occur in this regard.

PEDESTRIAN BRIDGE

The pedestrian bridge would provide an overcrossing over West Coast Highway. West Coast Highway currently acts as a division between development on the coastal and inland sides of the roadway. The proposed pedestrian bridge would result in a beneficial impact in regards to connectivity in the area, since it would be publicly accessible and would improve coastal access. Thus, no adverse impacts would occur in this regard.

***Mitigation Measures*:** No mitigation is required.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

As stated within Section 2.3, Existing Zoning and General Plan, the project site is designated "Public Facilities" (PF) and "General Commercial" (CG 0.3) by the City's *General Plan* (*General Plan*), and "Retail Service Commercial, Mariner's Mile Overlay District" (RSC-MM) by the *Zoning Code*.

According to the *General Plan*, the PF designation is intended to provide public facilities, including public schools, cultural institutions, government facilities, libraries, community centers, public hospitals, and public utilities. Thus, as a school facility that would complement the existing OCC SSS, the proposed Maritime Training Center would not conflict with the *General Plan* designation for the site

The *General Plan's* CG designation is intended to provide for a wide variety of commercial activities oriented primarily to serve citywide or regional needs. Thus, as a school facility, the proposed Maritime Training Center is not considered consistent with this *General Plan* designation.

According City's *Zoning Code*, the RSC zoning designation is intended to provide areas which are predominantly retail in character but which allow some service office uses. Schools are not considered a permitted use within the RSC-MM zoning designation.

The Maritime Training Center would not be consistent with the CG *General Plan* designation and RSC *Zoning Code* designation for the site. However, the CCCD is considered an agency of the State for the local operation of the State school system. Under Section 53091 of the *California Government Code*, school districts are not required to comply with building ordinances of a county or city when acting under the State Contract Act. Thus, under Section 53094 of the *California Government Code*, the governing board of the CCCD, by two-thirds vote of its members, may render a county or city zoning ordinance inapplicable to the use of a property for classroom facilities. Thus, the proposed Maritime Center would only be allowed to move forward if this CCCD board approval were to occur. The proposed Maritime Training Center would be exempt from the City's land use control. It is, however, the CCCD's intent to ensure that the proposed Maritime Training Center is compatible with the surrounding land uses and the City's *General Plan* policies (except for land use designations). Thus, the following is a discussion of the Maritime Training Center's consistency with applicable policies of the City's *General Plan*.

Land Use Element

LU 6.1.1: Adequate Community Supporting Uses

> *Accommodate schools, government administrative and operational facilities, fire stations and police facilities, religious facilities, schools, cultural facilities, museums, interpretative centers, and hospitals to serve the needs of Newport Beach's residents and businesses.*

Consistent. The proposed project would provide educational opportunities related to sailing, marine safety, seamanship, and vocational marine studies. This would directly benefit residents of Newport Beach and surrounding communities. The project is consistent with this policy.

LU 6.1.2: Siting of New Development

> *Allow for the development of new public and institutional facilities within the City provided that the use and development facilities are compatible with adjoining land uses, environmentally suitable, and can be supported by transportation and utility infrastructure.*

Consistent. The proposed project would be compatible with adjacent land uses, particularly since the existing OCC SSS is located across West Coast Highway. As shown in Section 4.0, Environmental Analysis of this document, the Maritime Training Center would not result in significant impacts related to aesthetics, air quality, or noise. Adequate utility infrastructure exists to serve the project, and as shown in Section 4.16, Traffic and Circulation, the project would not have any significant impacts on the local roadway system. Thus, the project is consistent with this policy.

LU 6.1.4: Compatibility of Non-City Public Uses

> *Encourage school and utility districts and other government agencies that may be exempt from City land use control and approval to plan their properties and design buildings at a high level of visual and architectural quality that maintains the character of the neighborhood or district in which they are located and in consideration of the design and development policies for private uses specified by this Plan.*

Consistent.

The project would be designed with architectural design features and aesthetic enhancements intended to be compatible with the existing OCC SSS, adjacent RPPS (under construction), and the City of Newport Beach's Mariner's Mile Design Framework. In addition, the CCCD will consult with the City during final design and submit design plans for City review. Thus, the project is consistent with this policy.

Harbor and Bay Element

HB 2.3: Marine Support Uses

> *Encourage the preservation and enhancement of existing marine support uses serving the needs of existing waterfront uses and the boating community.*

Consistent. The proposed project would result in the enhancement of the marine support/boating uses in the site vicinity, and represents implementation of the CCCD's *Master Vision Plan* for the existing OCC SSS. Thus, the project would be consistent with this policy.

HB 2.6: Public Access Facilities

> *Ensure that new or improved public access facilities are compatible with existing, permitted land uses and consistent with the availability of supporting infrastructure, such as parking and restrooms.*

Consistent. The proposed project would provide a new pedestrian bridge over West Coast Highway, representing a beneficial impact related to coastal access. The project would be consistent with the availability of supporting infrastructure in the site vicinity. Thus, the project would be consistent with this policy.

Historical Resources Element

HR 2.2: Grading and Excavation Activities

> *Maintain sources of information regarding paleontological and archeological sites and the names and addresses of responsible organizations and qualified individuals, who can analyze, classify, record, and preserve paleontological or archeological findings.*
>
> *Require a qualified paleontologist/archeologist to monitor all grading and/or excavation where there is a potential to affect cultural, archeological or paleontological resources. If these resources are found, the applicant shall implement the recommendations of the paleontologist/archeologist, subject to the approval of the City Planning Department.*

Consistent. As discussed within Section 4.5, Cultural Resources, the proposed project is not expected to result in impacts to archaeological resources. However, in the unexpected event archaeological

resources are discovered during construction, a qualified archaeologist would be retained to evaluate, monitor, and recover any substantial resources. In addition, given the known sensitivity for paleontological resources in the site vicinity, a qualified paleontological monitor would be retained to monitor grading activities. Thus, the project would be consistent with this policy.

Circulation Element

CE 2.2.6: Emergency Access

> *Provide all residential, commercial, and industrial areas with efficient and safe access for emergency vehicles.*

Consistent. The project would provide for emergency access in accordance with Newport Beach Fire Department standards. Thus, the project would be consistent with this policy.

CE 5.1.13: Overhead Pedestrian Street Crossings

> *Consider overhead pedestrian crossings in areas where pedestrian use limits the efficiency of the roadway or signalized intersection.*

Consistent. The proposed project would implement a new, publicly-accessible pedestrian crossing over West Coast Highway, within the Mariner's Mile area. This would result in a beneficial impact related to coastal access and pedestrian safety. Thus, the project would be consistent with this policy.

Recreation Element

R 5.1: Non-City Facilities and Open Space

> *Utilize non-City recreational facilities and open space (e.g., Newport-Mesa Unified School District, county, and state facilities) to supplement the park and recreational needs of the community. Maintain the use of existing shared facilities, and expand the use of non-city facilities/amenities where desirable and feasible.*

Consistent. The existing OCC SSS and proposed project would provide recreational opportunities for Newport Beach residents and other surrounding communities. The proposed project would assist in supplementing City-provided recreational opportunities. Thus, the project would be consistent with this policy.

Natural Resources Element

NR 20.3: Public Views

> *Protect and enhance public view corridors from the following roadway segments (shown in Figure NR3), and other locations may be identified in the future:*
>
> - *…Coast Highway from Newport Boulevard to Marino Drive (Bayshores)…*

Consistent. As discussed in Section 4.1, Aesthetics, the proposed project would be designed with architectural design features and aesthetic enhancements intended to be compatible with the existing OCC SSS, adjacent RPPS (under construction), and the City of Newport Beach's Mariner's Mile Design Framework. This Initial Study considers public views along West Coast Highway and from King's Road

Park. Based on the analysis, the project was not considered to result in significant impacts to public view corridors. Thus, the project would be consistent with this policy.

Noise Element

N 1.1: Noise Compatibility of New Development

> *Require that all proposed projects are compatible with the noise environment through use of Table N2, and enforce the interior and exterior noise standards shown in Table N3.*

Consistent. As shown in Section 4.12, Noise, the proposed project would be compatible with the noise standards within Table N2 and N3 of the City's *General Plan Noise Element*. Thus, the project would be consistent with this policy.

N 2.5: Boating Activities

> *Enforce compliance of all boating activities with the noise standards defined in the Municipal Code.*

Consistent. Any boating activities associated with the proposed project would be in compliance with the noise standards identified in the City's *Municipal Code*. The project would be consistent with this policy.

PEDESTRIAN BRIDGE

The pedestrian bridge would cross over West Coast Highway, which as a roadway facility does not have a *General Plan* or *Zoning Code* designation. However, the bridge would require the construction of footings on both sides of the West Coast Highway right-of-way. Refer to the "Maritime Training Center" discussion above for a discussion of the project's land use/zoning consistency on the northern (inland) side of West Coast Highway.

On the southern (coastal) side of West Coast Highway, the existing OCC SSS is designated PF by the *General Plan* and "Balboa Bay Club, Mariner's Mile Overlay District" (PC-45-MM) by the *Zoning Code*. As stated above, as a school facility, the proposed project (including the pedestrian bridge) would be consistent with the PF *General Plan* designation. Under the City's *Zoning Code*, all new uses within the PC zone require an approved Planned Community development plan. Uses within the Planned Community development plan must be permitted or conditionally permitted uses authorized by the *Zoning Code* and consistent with the *General Plan* land use designation. Although the project would be subject to a Planned Community development plan, the CCCD may render the City's *Zoning Ordinance* inapplicable to the project (including the pedestrian bridge). Thus, the proposed pedestrian bridge would only be allowed to move forward if the CCCD board were to vote (by a two-thirds majority) to render the City's zoning ordinance inapplicable, and no impacts are anticipated.

Although the project would be exempt from the City's land use control, it is the CCCD's intent to ensure that the proposed Maritime Training Center is compatible with the surrounding land uses and the City's *General Plan* policies (except for land use designations). Refer to the *General Plan* consistency analysis provided above for the Maritime Training Center, which is inclusive of the proposed pedestrian bridge. The pedestrian bridge would be consistent with applicable policies of the *General Plan*.

California Coastal Act

The California Coastal Act of 1976 (*California Public Resources Code* Section 30000 et seq.) sets policies for the conservation and development of California's coastline, addressing public access, coastal recreation, the marine environment, coastal land resources, and coastal development.

Since the Coastal Zone boundary in the project area lies along the inland edge of the West Coast Highway right-of-way (refer to *Exhibit 3*, *Conceptual Master Plan*), the majority of the proposed pedestrian bridge would be subject to compliance with the Coastal Act Section 30600(c), which requires that a Coastal Development Permit be obtained from the California Coastal Commission. As the City does not have a certified Local Coastal Program (LCP), the California Coastal Commission is responsible for reviewing project compliance with the Coastal Act. Chapter 3 of the Coastal Act (Coastal Resources Planning and Management Policies) would be applicable to the proposed project. Although a small portion of the pedestrian bridge would lie outside of the Coastal Zone (i.e., the northern/inland bridge footing), this analysis assumes that the entire bridge would be subject to Coastal Act review. A project consistency analysis with the applicable articles and sections of Chapter 3 of the Coastal Act is provided below:

Article 2, Public Access

Section 30210: Access; recreational opportunities; posting

> *In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*

Consistent. The proposed pedestrian bridge would not substantially alter coastal access within the site vicinity. During the short-term construction process for the pedestrian bridge, temporary lane closures along both sides of West Coast Highway would be required in order to construct the bridge footings. The bridge footings would be installed adjacent to (but outside of) Caltrans right-of-way. Mitigation Measure HAZ-3 (preparation of a Traffic Management Plan) would minimize short-term impacts and ensure that coastal access along West Coast Highway is maintained. Thus, short-term impacts would be less than significant.

During long-term operations, the proposed project would result in a beneficial impact in regards to coastal access. As stated within *Section 2.5.2*, *West Coast Highway Pedestrian Bridge*, the nearest West Coast Highway crosswalks in the site vicinity are located at Tustin Avenue to the west and the Balboa Bay Club crossing to the east. These two existing crossings are situated approximately one-half mile apart. Thus, the proposed pedestrian bridge will provide a new publicly-accessible crossing on West Coast Highway, generally at a mid-point between the two existing crossings at Tustin Avenue and the Balboa Bay Club. Long-term operational impacts would be less than significant. Thus, the proposed project is consistent with Coastal Act Section 30210.

Section 30211: Development not to interfere with access

> *Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.*

Consistent. As stated above, coastal access in the project area would be maintained at all times. In addition, the proposed pedestrian bridge would result in a beneficial impact in regards to public access across West Coast Highway. Therefore, the proposed project is consistent with Coastal Act Section 30211.

Section 30212.5: Public facilities

> *Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.*

Consistent. The proposed pedestrian bridge would provide a new publicly-available coastal access point across West Coast Highway. However, given that access to the coast is already available in many places nearby the project site, it is not anticipated that the proposed pedestrian bridge would result in overcrowding or overuse of any single area in the site vicinity. Therefore, the proposed project is considered consistent with Coastal Act Section 30212.5.

Article 4, Marine Environment

Section 30230: Marine resources; maintenance

> *Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.*

Consistent. The proposed pedestrian bridge would provide a connection between the proposed Maritime Training Center and the existing OCC SSS. Given the developed nature of the project site, the proposed pedestrian bridge would not result in any direct impacts to marine resources. In addition, the proposed project includes multiple mitigation measures (AES-2 and GEO-3) that would minimize the potential for indirect impacts related to light spillover and water quality. Therefore, the proposed project is consistent with Coastal Act Section 30230.

Section 30231: Biological productivity; water quality

> *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

Consistent. As stated within Section 4.9, Hydrology and Water Quality, the proposed project would minimize potential short-term water quality impacts during construction through compliance with the City's *Excavation and Grading Code*. In addition, since the proposed project would provide for a pedestrian connection over West Coast Highway, it would not have the potential to result in long-term water quality impacts. Thus, the proposed project is consistent with Coastal Act Section 30231.

Section 30232: Oil and hazardous substance spills

> *Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.*

Consistent. As discussed in Section 4.8, Hazards and Hazardous Materials, the proposed project is unlikely to result in a release of hazardous materials into the environment. During the short-term period of project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

In addition, as a pedestrian bridge, the facility would not involve the routine transport, use, or disposal of hazardous materials. Thus, the proposed project is considered consistent with Coastal Act Section 30232.

Section 30234: Commercial fishing and recreational boating

> *Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.*

Consistent. The existing OCC SSS provides for an array of sailing and seamanship programs intended to improve opportunities for recreational boating. The facility also serves as the historical home base for OCC's collegiate Rowing and Sailing teams.

The proposed pedestrian bridge would support operations at the existing OCC SSS and proposed Maritime Training Center. In concert with the proposed Maritime Training Center, it would assist in providing for additional space to continue to conduct operations conveniently and efficiently. Since the pedestrian bridge would result in an indirect improvement in recreational boating opportunities, the proposed project would be consistent with Coastal Act Section 30234.

Article 5, Land Resources

Section 30240(b): Development adjacent to environmentally sensitive habitat areas

> *Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

Consistent. The proposed pedestrian bridge would provide a connection between the proposed Maritime Training Center and the existing OCC SSS. Given the developed nature of the project site, the proposed pedestrian bridge would not result in any direct impacts to marine resources. Although the site exists in close proximity to the upper Newport Bay, the bridge would not have the potential to significantly degrade any sensitive habitat areas. Thus, the project would be consistent with Coastal Act Section 30240(b).

Section 30244: Archaeological or paleontological resources

> *Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.*

Consistent. As discussed in Section 4.5, Cultural Resources, the proposed project is not located within an area occupied by historical resources or properties. Therefore, the project as currently proposed would not cause a substantial adverse change to any previously identified historical resources or historic properties. No impacts would result in this regard.

As stated within Response 4.5(b), no archaeological resources were documented on-site. In addition, the field survey found that the site has been completely disturbed and is being utilized as a construction staging area for the OCSD's RPPS project. Given the results of the records search and prior disturbance to the site, the possibility of cultural resources being present is very low. However, in the unlikely event resources are discovered during grading activities, a qualified archaeologist shall be retained to evaluate the discovery prior to resuming grading in the immediate vicinity of the find. Upon implementation of Mitigation Measure CUL-1, impacts would be less than significant.

Response 4.5(c) indicates that sediments known to occur within the project area are paleontologically-sensitive. Thus, grading at the project site may unearth fossil resources if sensitive sediments, known to exist in the site vicinity, are encountered. If project grading will impact the paleontologically-sensitive marine Late Miocene Capistrano and older marine Late Miocene Monterey Formations that lie at an unknown depth below alluvium, landslide material, and/or fill, monitoring of these sediments is recommended. An Orange County-certified paleontologist shall be retained to monitor excavations occurring within these sensitive areas. Upon implementation of Mitigation Measure CUL-2, impacts would be less than significant. Thus, upon implementation of recommended mitigation measures, the proposed project would be consistent with Coastal Act Section 30244.

Article 6, Development

Section 30251: Scenic and Visual Qualities

> *The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.*

Consistent. The project area has a sensitive scenic value, given the proposed pedestrian bridge's coastal location along West Coast Highway. However, as discussed throughout Section 4.1, Aesthetics, the proposed bridge would not result in any significant impacts upon implementation of Mitigation Measures AES-1 (construction staging) and AES-2 (bridge lighting). In addition, the proposed pedestrian bridge would be designed with architectural design features and aesthetic enhancements intended to be compatible with surrounding uses, providing a lightweight, "nautical" character. Specific architectural and design elements will include: a) a column-less, lightweight steel truss structure with a curved, weathered copper roof to harmonize architecturally with OCC buildings, providing an enhanced aesthetic character; b) visual transparency to help create a distinctive landmark for Mariner's Mile; and c) quality materials, details and lighting to enhance pedestrian safety and experience. Thus, the proposed project would be consistent with Coastal Act Section 30251.

Section 30253: New development

> *New development shall do all of the following:*
>
> *(a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*

(b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

(c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.

(d) Minimize energy consumption and vehicle miles traveled.

(e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

Consistent. As shown in Section 4.6, the proposed project would not result in significant impacts related to geology upon implementation of recommended mitigation measures. In addition, Sections 4.8 and 4.9 indicate that impacts related to flooding and fire hazards would be less than significant. The proposed project would be required to comply with all SCAQMD air quality requirements, and Section 4.3, Air Quality indicates that all air quality impacts would be less than significant with mitigation incorporated. The project site is not considered a popular visitor destination point for recreational uses; however, the pedestrian bridge would facilitate coastal access by providing a safe, convenient overcrossing of West Coast Highway. Thus, the proposed project would be consistent with Coastal Act Section 30253.

Impact Conclusion

As discussed above, the proposed project is considered consistent with applicable policies and standards of Chapter 3 of the Coastal Act (Coastal Resources Planning and Management Policies). A less than significant impact would occur after implementation of the recommended mitigation measures, as well as applicable standards and regulations required by the California Coastal Commission.

Mitigation Measures:

MARITIME TRAINING CENTER

No mitigation is required.

PEDESTRIAN BRIDGE

Refer to Mitigation Measures AES-1, AES-2, AQ-1, AQ-2, AQ-3, CUL-1, CUL-2, GEO-1, GEO-2, GEO-3, and HAZ-3. No additional mitigation is required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact.

MARITIME TRAINING CENTER

As stated in Response 4.4(f), the Maritime Training Center site is located within the Orange County Central/Coastal Natural Community Conservation Plan (NCCP)/Habitat Conservation Plan (HCP).[29] Although the site is located within this NCCP/HCP area, the proposed Maritime Training Center would

[29] U.S. Fish and Wildlife Service, Carlsbad Fish and Wildlife Office, *HCP/NCCP Planning Areas in Southern California*, October 2008.

not result in any impacts to sensitive biological resources. Thus, no conflicts with the provisions of the Orange County Central/Coastal NCCP/HCP would occur.

PEDESTRIAN BRIDGE

Like the Maritime Training Center, the pedestrian bridge site is located within the Orange County Central/Coastal NCCP/HCP.[30] However, since construction and operation of the proposed pedestrian bridge would not result in impacts to biological resources, no conflicts with the provisions of the Orange County Central/Coastal NCCP/HCP would occur.

Mitigation Measures: No mitigation is required.

[30] Ibid.

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4.11 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

***No Impact*.**

MARITIME TRAINING CENTER

The primary mineral resource within the City is oil. Two separate production and reserve areas exist within the City: the Newport oil field and the West Newport oil field. Both of these oil fields are located within the western portion of the City. The nearest oil field (Newport oil field) is situated approximately 0.5-mile northwest of the Maritime Training Center site. In addition, no active or abandoned oil wells exist in the immediate site vicinity.[31]

In addition, according to the City's *General Plan EIR*, the Maritime Training Center site is situated within Mineral Resource Zone 3 (MRZ-3), which indicates an area containing mineral deposits of undetermined significance.[32] Although mineral resources may exist within the vicinity, implementation of the proposed Maritime Training Center would not result in the loss of availability of such a resource since no mineral extraction activities currently occur on-site. Thus, no impacts would occur in this regard.

PEDESTRIAN BRIDGE

Similar to the Maritime Training Center, the impact area associated with the pedestrian bridge is located outside of the Newport and West Newport oil fields and lacks any active/abandoned oil wells. Although the site is located within MRZ-3, implementation of the proposed pedestrian bridge would not result in the loss of availability of such a resource since no mineral extraction activities currently occur on-site.[33] Thus, no impacts would occur in this regard.

***Mitigation Measures*:** No mitigation is required.

[31] EIP Associates, *City of Newport Beach General Plan Final EIR*, July 2006.
[32] Ibid.
[33] Ibid.

b) ***Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

No Impact.

MARITIME TRAINING CENTER

Refer to Response 4.11(a), above.

PEDESTRIAN BRIDGE

Refer to Response 4.11(a), above.

Mitigation Measures: No mitigation is required.

4.12 NOISE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10 PM and 7 AM The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source to the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

STATE OF CALIFORNIA

The State Office of Planning and Research Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL).

CITY OF NEWPORT BEACH

Applicable policies and standards governing environmental noise in the City are set forth in the Noise Element of the General Plan. The Noise Element quantifies the community noise environment in terms of noise exposure contours for both near- and long-term levels of growth and traffic activity; refer to *Table 4.12-1*, *Land Use Compatibility Matrix*. The standards are intended to be used as one of the many factors used in the land use planning process.

Table 4.12-1
Land Use Compatibility Matrix

Land Use Categories		Community Noise Equivalent Level (CNEL)						
Categories	Uses	<55	55-60	60-65	65-70	70-75	75-80	>80
Residential	Single Family, Two Family, Multiple Family	A	A	B	C	C	D	D
Residential	Mixed Use	A	A	A	C	C	C	D
Residential	Mobile Home	A	A	B	C	C	D	D
Commercial Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
Commercial Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theatre	A	A	A	A	B	B	C
Commercial Industrial Institutional	Office Building, Research and Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
Commercial Recreational **Institutional** Civic Center	Amphitheatre, Concert Hall Auditorium, Meeting Hall	B	B	C	C	D	D	D
Commercial Recreation	Children's Amusement Park, Miniature Golf Course, Go-cart Track, Equestrian Center, Sports Club	A	A	A	B	B	D	D
Commercial General, Special **Industrial, Institutional**	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
Institutional	Hospital, Church, Library, Schools' Classroom	A	A	B	C	C	D	D
Open Space	Park	A	A	A	B	C	D	D
Open Space	Golf Course, Cemeteries, Nature Centers Wildlife Reserves, Wildlife Habitat	A	A	A	A	B	C	C
Agriculture	Agriculture	A	A	A	A	A	A	A

Source: EIP Associates, City of Newport Beach General Plan, July 2006.
Zone A: Clearly Compatible – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
Zone B: Normally Compatible** – New construction or development should be undertaken only after detailed analysis of the noise reduction requirements and are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.
Zone C: Normally Incompatible – New construction or development should generally be discouraged. If new construction or development does proceed a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.
Zone D: Clearly Incompatible – New construction or development should generally not be undertaken.

The City has also adopted Community Noise Control policies and standards as part of its Municipal Code in order to limit unnecessary, excessive and annoying noise in the City; refer to *Table 4.12-2, Noise Standards*.

Table 4.12-2
Noise Standards

Land Use Categories		Allowable Noise Levels (dBA)			
		Interior [a,b]		Exterior [a,b]	
Categories	*Uses*	Interior Noise Level (Leq) 7am to 10pm	Interior Noise Level (Leq) 10pm to 7am	Exterior Noise Level (Leq) 7am to 10pm	Exterior Noise Level (Leq) 10pm to 7am
Residential	Single Family, Two Family, Multiple Family (Zone I)	45	40	55	50
	Residential Portions of Mixed Use Developments (Zone III)	45	40	60	50
Commercial Industrial	Commercial (Zone II)	N/A	N/A	65	60
	Industrial or Manufacturing (Zone IV)	N/A	N/A	70	70
Institutional	School, Day Care Centers, Churches, Libraries, Museums, Health Care Institutions (Zone I)	45	40	55	50

Source: EIP Associates, City of Newport Beach General Plan, July 2006.
[a] If the ambient noise level exceeds the resulting standard, the ambient shall be the standard.
[b] If shall be unlawful for any person at any location within the incorporated area of the City to create any noise or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such a person which causes the noise level when measured on any other property, to exceed either of the following:

- The noise standard for the applicable zone for any fifteen-minute period;
- A maximum instantaneous noise level equal to the value of the noise standard plus twenty dBA for any period of time (measured using A-weighted slow response).
- In the event the ambient noise level exceeds the noise standard, the noise standard applicable to said category shall be increased to reflect the maximum ambient noise level.
- The noise standard for the residential portions of the residential property falling within one hundred feet of a commercial property, if the intruding noise originates from that commercial property.
- If the measurement location is on a boundary between two different noise zones, the lower noise level standard applicable to the noise zone shall apply.

Chapter 10.28.040, *Construction Activity – Noise Regulations*, of the *Municipal Code* specifies the following construction-related noise standards:

A. Weekdays and Saturdays. No person shall, while engaged in construction, remodeling, digging, grading, demolition, painting, plastering or any other related building activity, operate any tool, equipment or machine in a manner which produces loud noise that disturbs, or could disturb, a person of normal sensitivity who works or resides in the vicinity, on any weekday except between the hours of seven AM and six-thirty PM, nor on any Saturday except between the hours of eight AM and six PM

B. Sundays and Holidays. No person shall, while engaged in construction, remodeling, digging, grading, demolition, painting, plastering or any other related building activity, operate any tool, equipment or machine in a manner which produces loud noise that disturbs, or could disturb, a person of normal sensitivity who works or resides in the vicinity, on any Sunday or any federal holiday.

C. No landowner, construction company owner, contractor, subcontractor, or employer shall permit or allow any person or persons working under their direction and control to operate any tool, equipment or machine in violation of the provisions of this section.

D. Exceptions.

1. The provisions of this section shall not apply to emergency construction work performed by a private party when authorized by the Building Director or designee.

2. The maintenance, repair or improvement of any public work or facility by public employees, by any person or persons acting pursuant to a public works contract, or by any person or

persons performing such work or pursuant to the direction of, or on behalf of, any public agency; provided, however, this exception shall not apply to the City of Newport Beach, or its employees, contractors or agents, unless:

a. The City Manager or department director determines that the maintenance, repair or improvement is immediately necessary to maintain public services;

b. The maintenance, repair or improvement is of a nature that cannot feasibly be conducted during normal business hours;

c. The City Council has approved project specifications, contract provisions, or an environmental document that specifically authorizes construction during hours of the day which would otherwise be prohibited pursuant to this section.

NOISE MEASUREMENTS

In order to quantify existing ambient noise levels in the project area, RBF Consulting conducted noise measurements on June 9, 2010; refer to *Table 4.12-3*, *Noise Measurements*. The noise measurement sites were representative of typical existing noise exposure immediately adjacent to the project site. Ten-minute measurements were taken at each site. Meteorological conditions were clear skies, warm, with light wind speeds (one to three miles per hour), and low humidity.

Table 4.12-3
Noise Measurements

Site	Location	L_{eq}	L_{min}	L_{max}	Peak	Time
1	Kings Road Park, to the east of the project site	60.9	47.7	71.6	90.9	12:25 PM
2	Along West Coast Highway, adjacent to the south of the project site	69.6	52.5	81.8	103.7	12:45 PM
3	Parking lot of existing OCC Maritime School of Sailing and Seamanship, to the west of the project site	64.8	51.3	74.3	92.9	1:05 PM

Source: RBF Consulting, June 9, 2010

Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær handheld Analyzer Type 2250 equipped with a 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute for Type I (precision) sound level meters. The results of the field measurements are indicated in Appendix F, Noise Data.

EXISTING STATIONARY SOURCES

The project area is highly urbanized, consisting of a mix of commercial/retail, institutional, residential, and parking uses. The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment, parking areas, and pedestrians), and residential activities (i.e., air conditioners, driveways, indoor noise). The noise associated with these sources may represent a single-event noise occurrence, short-term or long-term/continuous noise.

EXISTING MOBILE SOURCES

The majority of the existing noise in the project area is generated from mobile sources along West Coast Highway. As shown in *Table 4.12-4*, *Existing Traffic Noise Levels*, mobile noise sources adjacent to the project site were modeled at 68.6 dBA. However, existing mobile sources along the same roadway segment were measured at 69.6 dBA (refer to *Table 4.12-3*).

Mobile source noise was modeled using the Federal Highway Administration's Highway Noise Prediction Model (FHWA RD-77-108), which incorporates several roadway and site parameters. The model does not account for ambient noise levels. Noise projections are based on modeled vehicular traffic as derived from the *OCC Maritime Training Center Traffic Impact Analysis* (*TIA*) prepared by RBF Consulting (September 20, 2010). A 25- to 40-mile per hour average vehicle speed was assumed for existing conditions based on empirical observations and posted maximum speeds along the adjacent roadways. Average daily traffic estimates were obtained from the *TIA*. Existing modeled traffic noise levels are shown in *Table 4.12-4*.

Table 4.12-4
Existing Traffic Noise Levels

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
West Coast Highway					
North of Newport Boulevard	36,730	68.4	861	272	86
Newport Boulevard to Riverside Avenue	42,160	69.2	989	313	99
Riverside Avenue to Tustin Avenue	37,655	68.7	883	279	88
Tustin Avenue to Balboa Bay Driveway	38,055	68.6	893	282	89
Balboa Bay Driveway to Dover Drive	38,310	68.9	898	284	90
Dover Drive to Bayside Drive	55,310	70.3	1,296	410	130
Bayside Drive to Jamboree Road	50,530	69.8	1,186	375	119
South of Jamboree Road	37,990	68.2	890	281	89
Riverside Avenue					
East of West Coast Highway	8,370	59.7	103	33	10
Tustin Avenue					
East of West Coast Highway	1,160	51.3	14	5	1
Balboa Bay Driveway					
West of West Coast Highway	1,440	50.6	12	4	1
Dover Drive					
East of West Coast Highway	23,280	66.5	545	172	55
Bayside Drive					
East of West Coast Highway	1,600	55.4	38	12	4
West of West Coast Highway	8,300	62.4	194	62	19
Jamboree Road					
East of East Coast Highway	29,440	70.4	1,515	479	151
West of East Coast Highway	10,090	61.8	174	55	17

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level
Source: RBF Consulting, *OCC Maritime Training Center Traffic Impact Analysis*, September 20, 2010.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact With Mitigation Incorporated.

It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk, or work under various noise conditions. However, all such studies recognize that individual responses vary considerably. Standards usually address the needs of the majority of the general population.

As stated above, the General Plan Noise Element and Title 10, *Offenses and Nuisances*, of the *Municipal Code* sets forth all noise regulations controlling unnecessary, excessive, and annoying noise within the City. As outlined in the *Municipal Code*, maximum noise levels are based on land use.

SHORT-TERM NOISE IMPACTS

MARITIME TRAINING CENTER

Construction of the proposed project would occur over approximately 18 months. Construction activities would include demolition, grading, trenching, paving, and building construction. Ground-borne noise and other types of construction-related noise impacts would typically occur during the initial site preparation. This phase of construction has the potential to create the highest levels of noise; however, it is generally the shortest of all construction phases. Typical noise levels generated by construction equipment are shown in *Table 4.12-5*, *Maximum Noise Levels Generated by Construction Equipment*. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 4.12-5
Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)
Concrete Saw	20	90
Crane	16	81
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78
Paver	50	77
Roller	20	80
Tractor	40	84
Water Truck	40	80
Grader	40	85
General Industrial Equipment	50	85

Note:
1 – Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054),* January 2006.

Chapter 10.28.040 of the City's *Municipal Code* states that construction activities are permitted during the hours of 7:00 AM and 6:30 PM on weekdays, between 8:00 AM and 6:00 PM on Saturdays, and are not permitted on Sundays or Federal holidays. The City does not have noise limits during the allowed construction hours. As such, the Speech Interference Criteria is used to evaluate construction noise levels. For construction noise, a "substantial" noise increase can be defined as interference with activities during the day and night. One indicator that construction noise could interfere with daytime activities would be speech interference. As the City does not have quantitative guidelines for construction noise, the following criteria is utilized in the analysis to define relative construction-related noise impacts:

- *Speech Interference Criteria*. Speech Interference Level was designed as a simplified substitute for the Articulation Index.[34] It was originally defined as the average of the now

[34] Articulation index takes into account that some frequencies are more effective in masking speech than others. The frequency range from 250 to 7000 Hz is divided into 20 bands. The difference between file average speech peak level in each of these bands is calculated and the resulting numbers combined to give a single index.

obsolete octave-band sound pressure levels in the 600-1200, 1200-2400, and 2400-4800 Hz octaves. At the present time, Speech Interference Level, based upon the octave band levels at the preferred frequencies of 500, 1000, 2000, and 4000 Hz, is considered to provide a better estimate of the masking ability of a noise. As Speech Interference Level does not take the actual speech level into account, the associated masking effect depends upon vocal effort and speaker-to-listener distance. Speech spoken with slightly more vocal effort can be understood well, when the noise level is 65 dBA. A typical building can reduce noise levels by 20 dBA with the windows closed.[35] This noise reduction could be maintained only on a temporary basis in some cases, since it assumes windows would remain closed at all times. Therefore, this analysis utilizes an interior level of 65 dBA as a criterion level for determining significance for construction related activities, in the absence of an adopted specific construction noise related threshold by the City.

The project involves the construction of the Maritime Training Center, a pedestrian bridge crossing West Coast Highway, connecting the proposed facility to the existing OCC facility, and associated parking. *Table 4.12-6*, *Average Construction Noise Levels*, provides the anticipated construction noise levels during specific construction stages. The average noise levels presented in *Table 4.12-6* are based on the quantity, type, and acoustical use factor for each type of equipment that would be used during each construction phase.

Table 4.12-6
Average Construction Noise Levels

Description	Receptor Locations		Estimated Exterior Construction Noise Level [3, 4]	Estimated Interior Construction Noise Level [3, 4]	Speech Interference Criteria	Potentially Significant Impact?
	Direction[1]	Distance[2]				
Phase 1						
Demolition	East	132	77.3	57.3	65 dBA	***No***
	West	155	75.9	55.9	65 dBA	***No***
Phase 2						
Site Grading	East	132	77.3	57.3	65 dBA	***No***
	West	155	75.9	55.9	65 dBA	***No***
Phase 3						
Trenching	East	132	75.6	55.6	65 dBA	***No***
	West	155	74.2	54.2	65 dBA	***No***
Phase 4						
Paving	East	132	75.9	55.9	65 dBA	***No***
	West	155	74.5	54.5	65 dBA	***No***
Phase 5						
Building	East	132	78.0	58.0	65 dBA	***No***
	West	155	76.6	56.6	65 dBA	***No***

Notes:
1 – Sensitive uses to the east include residential uses; sensitive uses to the west include institutional uses. To the north and south are commercial buildings and are not considered sensitive uses.
2 – Distance is from the nearest receptor to the construction activity area of the project site, in feet.
3 – Derived from the Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, January 2006; refer to Appendix F, Noise Data.
4 – A typical building can reduce noise levels by 20 dBA with the windows closed. This assumes all windows and doors are closed, thereby attenuating the exterior noise levels by 20 dBA. (United States Department of Housing and Urban Development, *The Noise Guidebook*, undated, page 14)

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054),* January 2006; refer to Appendix F, Noise Data.

[35] United States Department of Housing and Urban Development, *The Noise Guidebook*, undated, page 14.

Sensitive uses surrounding the project site include residential uses to the east and institutional uses (the existing OCC SSS) to the west. Uses to the north and south include commercial uses, which are not considered to be sensitive. As noted in *Table 4.12-6*, construction noise associated with the proposed project would not expose surrounding sensitive uses to construction noise levels in excess of the *Speech Interference Criteria* (65 dBA) during construction. It should be noted that construction noise levels perceived by residences to the east would typically be lower than the levels presented in *Table 4.12-6*, as the model does not account for attenuation due to the grade difference between the residences and the project site. Additionally, construction activities conducted within the allowable hours are exempt from the City's noise standards. Mitigation Measure N-1 would implement a plan to reduce noise from construction equipment and provide a mechanism for noise complaints to be addressed. As such, with Mitigation Measure N-1 and compliance with the noise standards of the *Municipal Code*, construction noise impacts would be less than significant.

PEDESTRIAN BRIDGE

Noise levels from construction of the pedestrian bridge have been included in the project noise levels presented in *Table 4.12-6*. The distances to the nearest receptors for construction activities are measured from the center of the project site, as construction would be constantly moving within the project area. The loudest noise levels experienced at the existing OCC SSS facility would occur at the time of the pedestrian bridge construction. Noise levels experienced at the OCC SSS facility at the time of bridge construction may exceed the *Speech Interference Criteria.* However, construction activities would be short-term and would cease upon completion. Additionally, construction activities conducted within the allowable hours are exempt from the City's noise standards, and Mitigation Measure N-1 would implement a plan to reduce noise from construction equipment. As such, with Mitigation Measure N-1 and compliance with the noise standards of the *Municipal Code*, construction noise impacts would be less than significant.

Mitigation Measures:

MARITIME TRAINING CENTER

N-1 To minimize short-term construction noise impacts on surrounding uses, the following measures shall be implemented. These measures shall be included in either a construction management plan or noted on construction plans to be approved by the Coast Community College District.

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;
- Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible;
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors;
- Operate earthmoving equipment on the construction site, as far away from vibration sensitive sites as possible; and

- A project sign shall be shall be clearly posted at the primary construction entrance, as an information resource for surrounding property owners and residents. The sign shall include the following minimum project information: project name, general contractor, normal construction hours, normal workdays, and local telephone number of the Job Superintendent. If the Coast Community College District, City, or the Job Superintendent receives a complaint, the Superintendent shall investigate, take appropriate corrective action, and report the action taken to the Coast Community College District.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure N-1. No addition mitigation is required.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

MARITIME TRAINING CENTER

Project construction can generate varying degrees of ground-borne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Ground-borne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Typical vibration produced by construction equipment is illustrated in *Table 4.12-7, Typical Vibration Levels for Construction Equipment*.

Table 4.12-7
Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second)	Approximate peak particle velocity at 75 feet (inches/second)
Loaded trucks	0.076	0.015
Small bulldozer	0.003	0.001

Notes:
1. Peak particle ground velocity measured at 25 feet unless noted otherwise.
2. Root mean square amplitude ground velocity in decibels (VdB) referenced to 1 micro-inch/second.

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006.

Ground-borne vibration decreases rapidly with distance. The proposed project would involve soldier piles; however, piles would not be driven and would not require pile driving equipment. As indicated in *Table 4.12-7*, based on the FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.076 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity. The bulk of the construction activities would occur approximately 65 feet from the nearest adjacent building. Therefore, vibration from construction activities experienced at the nearest adjacent building and sensitive residential uses would be expected to be below the 0.20 inch-per-second PPV significance threshold. Thus, a less than significant impact would occur in this regard.

PEDESTRIAN BRIDGE

Ground-borne vibration associated with construction of the proposed pedestrian bridge may temporarily impact the existing OCC SSS facility. However, the construction equipment utilized for bridge construction would not be capable of producing vibration velocities in excess of the 0.20 inch-per-second PPV significance threshold; refer to *Table 4.12-7*. The proposed project would involve soldier piles; however, piles would not be driven and would not require pile driving equipment. Additionally, vibration activities associated with bridge construction taking place on the west side of West Coast Highway would be very short in duration. Therefore, a less than significant impact would occur.

Mitigation Measures: No mitigation is required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact With Mitigation Incorporated. If the ambient noise environment is quiet and the new noise source increases the noise exposure, an impact may occur even though a criterion level might not be exceeded. In areas where the ambient noise level without a project is less than 60 dBA, an increase in the ambient noise level of greater than 5.0 dBA would be potentially significant. In areas where the ambient noise level without a project is 60 dBA to 65 dBA, an increase in the ambient noise level of greater than 3.0 dBA would be a potentially significant impact. In areas where the ambient noise level is greater than 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a potentially significant impact.

OFF-SITE MOBILE NOISE IMPACTS

MARITIME TRAINING CENTER

Future development generated by the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. Based on the *TIA*, 212 new daily trips would be associated with the proposed project. The "2014 Without Project" and "2014 With Project" scenarios were compared. According to *Table 4.12-8*, *Future Traffic Noise Levels*, under the "2014 Without Project" scenario, noise levels at a distance of 100 feet from the centerline would range from approximately 50.8 dBA to 71.6 dBA, with the highest noise levels occurring along Jamboree Road, east of East Coast Highway. The "Future With Project" scenario noise levels at a distance of 100 feet from the centerline would also range from approximately 50.8 dBA to 71.6 dBA, with the highest noise levels also occurring along the same roadway segment.

Table 4.12-8 also compares the "2014 Without Project" scenario to the "2014 With Project" scenario. The noise levels would result in a maximum increase of 0.1 dBA as a result of the proposed project. This increase in noise would occur along West Coast Highway, between Dover Drive and Bayside

Drive. Since the proposed project would not significantly increase noise levels along the roadway segments analyzed, a less than significant impact would occur.

PEDESTRIAN BRIDGE

The proposed pedestrian bridge would not result in any new traffic trips. Therefore, no mobile noise source impacts would occur.

Table 4.12-8
Future Traffic Noise Levels

Roadway Segment	2014 No Project					2014 Plus Project					Difference In dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
West Coast Highway											
North of Newport Boulevard	44,330	69.3	1,040	329	104	44,360	69.3	1,040	329	104	0
Newport Boulevard to Riverside Avenue	49,545	69.9	1,162	367	116	49,645	69.9	1,165	368	116	0
Riverside Avenue to Tustin Avenue	45,270	69.5	1,062	336	106	45,440	69.5	1,065	337	106	0
Tustin Avenue to Balboa Bay Driveway	45,725	69.4	1,071	339	107	45,850	69.4	1,073	339	107	0
Balboa Bay Driveway to Dover Drive	46,110	69.7	1,080	341	108	46,190	69.7	1,082	342	108	0
Dover Drive to Bayside Drive	64,290	70.9	1,506	476	151	64,360	71.0	1,509	477	151	0.1
Bayside Drive to Jamboree Road	59,465	70.5	1,393	441	139	59,535	70.5	1,396	442	140	0
South of Jamboree Road	47,060	69.1	1,102	349	110	47,090	69.1	1,105	349	110	0
Riverside Avenue											
East of West Coast Highway	8,790	59.9	108	34	11	8,790	59.9	108	34	11	0
Tustin Avenue											
East of West Coast Highway	2,420	54.5	30	9	3	2,420	54.5	30	9	3	0
Balboa Bay Driveway											
West of West Coast Highway	1,490	50.8	13	4	1	1,490	50.8	13	4	1	0

Table 4.12-8 (continued)
Future Traffic Noise Levels

Roadway Segment	2014 No Project					2014 Plus Project					Difference In dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
Dover Drive											
East of West Coast Highway	26,110	67.0	612	193	61	26,120	67.0	612	193	61	0
Bayside Drive											
East of West Coast Highway	2,930	58.0	69	22	7	2,930	58.0	69	22	7	0
West of West Coast Highway	8,860	62.7	207	66	21	8,860	62.7	207	66	21	0
Jamboree Road											
East of East Coast Highway	34,920	71.6	1,796	568	180	3,4960	71.6	1,796	568	180	0
West of East Coast Highway	10,760	62.0	185	59	19	10,760	62.0	185	59	19	0

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level
Source: RBF Consulting, *OCC Maritime Training Center Traffic Impact Analysis*, September 20, 2010.

CUMULATIVE MOBILE SOURCE IMPACTS

MARITIME TRAINING CENTER

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the "cumulative with project" condition to "existing" conditions. This comparison accounts for the traffic noise increase generated by a project combined with the traffic noise increase generated by projects in the cumulative project list. The following criteria have been utilized to evaluate the combined effect of the cumulative noise increase.

Combined Effect. The cumulative with project noise level, or "2014 With Project" condition causes the following:

- An increase of the existing noise level by 5.0 dB or more, where the existing level is less than 60 dB CNEL;
- An increase of the existing noise level by 3.0 dB or more, where the existing level is 60 to 65 CNEL; or
- An increase of the existing noise level by 1.5 dB or more, where the existing level is greater than 65 dB CNEL.

Although there may be a significant noise increase due to a proposed project in combination with other related projects (combined effects), it must also be demonstrated that a project has an incremental effect. In other words, a significant portion of the noise increase must be due to a proposed project.

The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.

Incremental Effects: The "2014 With Project" causes a 1.0 dBA increase in noise over the "2014 Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded.

Noise by definition is a localized phenomenon, and reduces as distance from the source increases. Consequently, only proposed projects and growth due to occur in the project site's general vicinity would contribute to cumulative noise impacts. *Table 4.12-9*, *Cumulative Noise Scenario*, lists the traffic noise effects along roadway segments in the project vicinity for "Existing Without Project," "2014 Without Project," and "2014 With Project," conditions, including incremental and net cumulative impacts.

As indicated in *Table 4.12-9*, neither the *Combined Effects* nor the *Incremental Effects* criteria are exceeded along any of the segments. None of the roadway segments would be significantly impacted, as the combined and incremental effects criteria would not be exceeded. Traffic noise increases under the combined effects category are related to background growth and are not attributable to the proposed project. The proposed project would not result in significant long-term mobile noise impacts, as the proposed project would only result in 212 new daily trips. Therefore, the proposed project, in combination with cumulative background traffic noise levels, would result in less than significant impacts.

Table 4.12-9
Cumulative Noise Scenario

Roadway Segment	Existing Without Project	2014 Without Project	2014 With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing Without Project and 2014 With Project	Difference In dBA Between 2014 Without Project and 2014 With Project	
West Coast Highway						
North of Newport Boulevard	68.4	69.3	69.3	0.9	0	No
Newport Boulevard to Riverside Avenue	69.2	69.9	69.9	0.7	0	No
Riverside Avenue to Tustin Avenue	68.7	69.5	69.5	0.8	0	No
Tustin Avenue to Balboa Bay Driveway	68.6	69.4	69.4	0.8	0	No
Balboa Bay Driveway to Dover Drive	68.9	69.7	69.7	0.8	0	No
Dover Drive to Bayside Drive	70.3	70.9	71.0	0.7	0.1	No
Bayside Drive to Jamboree Road	69.8	70.5	70.5	0.7	0	No
South of Jamboree Road	68.2	69.1	69.1	0.9	0	No
Riverside Avenue						
East of West Coast Highway	59.7	59.9	59.9	0.2	0	No
Tustin Avenue						
East of West Coast Highway	51.3	54.5	54.5	3.2	0	No
Balboa Bay Driveway						
West of West Coast Highway	50.6	50.8	50.8	0.2	0	No
Dover Drive						
East of West Coast Highway	66.5	67.0	67.0	0.5	0	No
Bayside Drive						
East of West Coast Highway	55.4	58.0	58.0	2.6	0	No

Table 4.12-9 (continued)
Cumulative Noise Scenario

Roadway Segment	Existing Without Project	2014 Without Project	2014 With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing Without Project and 2014 With Project	Difference In dBA Between 2014 Without Project and 2014 With Project	
West of West Coast Highway	62.4	62.7	62.7	0.3	0	No
Jamboree Road						
East of East Coast Highway	70.4	71.6	71.6	1.2	0	No
West of East Coast Highway	61.8	62.0	62.0	0.2	0	No
Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level						
Source: RBF Consulting, *OCC Maritime Training Center Traffic Impact Analysis*, September 20, 2010.						

PEDESTRIAN BRIDGE

The proposed pedestrian bridge would not result in any new traffic trips. Therefore, no mobile noise source impacts would occur.

LONG-TERM STATIONARY NOISE IMPACTS

MARITIME TRAINING CENTER

Upon project completion, noise in the project area would not significantly increase. The proposed project involves institutional uses. Stationary noise sources associated with the proposed project would include mechanical equipment and parking areas.

Mechanical Equipment

Typically, mechanical equipment noise is 55 dBA at 50 feet from the source. Heating Ventilation and Air Conditioning (HVAC) units would be included on the roof of the structure. Noise levels from mechanical equipment would be reduced through the implementation of mitigation requiring the orientation of equipment away from any sensitive receptors, proper selection of equipment, and the installation of equipment with proper acoustical shielding (muffling). Compliance with the noise standards of the City's General Plan Noise Element and Mitigation Measure N-2 would minimize noise impacts from mechanical equipment to less than significant levels.

Parking Areas

The proposed project includes 37 parking spaces, and additional parking spaces would be provided for the storage of OCSD vehicles and equipment. The parking spaces would be located on the first floor of the proposed building. Traffic associated with parking structures and lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in *Table 4.12-10, Typical Noise Levels Generated by Parking Lots*. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech.

Table 4.12-10
Typical Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	63 dBA L_{eq}
Car starting	60 dBA L_{eq}
Car idling	61 dBA L_{eq}
Source: Wieland Associates, 2002.	

Impacts associated with parking would be considered minimal since parking uses would be located on the first floor of the proposed Maritime Training Center. Noise associated with parking structure activities would not expose sensitive receptors to the north or south to noise levels in excess of the City's noise standards during operation. Thus, the surrounding residential uses would not be exposed to excessive noise from parking areas. Therefore, a less than significant impact would occur in this regard.

PEDESTRIAN BRIDGE

The proposed bridge would not result in any new stationary noise sources other than typical noise associated with pedestrian activity, such as conversation. Therefore, no impact would occur.

Mitigation Measures:

MARITIME TRAINING CENTER

N-2 Mechanical equipment shall be placed as far away as practicable from sensitive receptors. Additionally, the following shall be considered prior to HVAC installation: proper selection and sizing of equipment, installation of equipment with proper acoustical shielding, and incorporating the use of parapets into the building design.

PEDESTRIAN BRIDGE

No mitigation is required.

d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above the levels existing without the project?

Less Than Significant With Mitigation Incorporated. Refer to Responses 4.12(a) and 4.12(b), above.

Mitigation Measures:

MARITIME TRAINING CENTER

Refer to Mitigation Measure N-1. No additional mitigation is required.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure N-1. No additional mitigation is required.

e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

No Impact.

MARITIME TRAINING CENTER

The nearest airport to the project site is the John Wayne Airport, located approximately four miles to the northeast. Therefore, no impact would occur.

PEDESTRIAN BRIDGE

Refer to the discussion above.

Mitigation Measures: No mitigation is required.

f) ***For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?***

No Impact. Refer to Response 4.12(e).

Mitigation Measures: No mitigation is required.

4.13 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact.

MARITIME TRAINING CENTER

The proposed Maritime Training Center is not anticipated to induce substantial population growth in the area, either directly or indirectly. The project does not propose any new homes that would directly contribute to population growth. As stated within Section 2.4, Project Background, the proposed project would represent an expansion of physical workspace and classroom space in order to continue existing operations at the OCC SSS. Existing operations at the OCC SSS are constrained by the size of the existing facility, and the proposed Maritime Training Center would allow for an increase in efficiency for existing operations. In addition, a minimal number of new classes/seminars (several of which would occur only once per month or four times per year) would occur at the Maritime Training Center. Thus, a substantial increase in permanent employees at the site is not anticipated. Although new administrative staff would not be required, a negligible increase in employment may occur for janitorial/maintenance purposes; however, this increase would not result in significant population growth. Impacts in this regard would be less than significant.

PEDESTRIAN BRIDGE

As a pedestrian crossing over West Coast Highway, the proposed pedestrian bridge would not have the potential to induce any population growth. The proposed pedestrian bridge would represent supporting infrastructure for the Maritime Training Center. However, growth inducing impacts associated with the Maritime Training Center are described above. Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

b) ***Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

No Impact.

MARITIME TRAINING CENTER

The Maritime Training Center site is being utilized as a construction staging area for OCSD's RPPS project. Thus, the proposed project would not demolish or displace any people or housing. Therefore, there would be no impacts in this regard.

PEDESTRIAN BRIDGE

Implementation of the proposed pedestrian bridge would require improvements on both sides of West Coast Highway (on a portion of the Maritime Training Center site and a portion of the existing OCC SSS facility). None of the bridge improvements would demolish or displace any people or housing. Therefore, there would be no impacts in this regard.

Mitigation Measures: No mitigation is required.

c) ***Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

No Impact.

MARITIME TRAINING CENTER

Refer to Response 4.12(b).

PEDESTRIAN BRIDGE

Refer to Response 4.12(b).

Mitigation Measures: No mitigation is required.

4.14 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?				✓
4) Parks?			✓	
5) Other public facilities?				✓

a) ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

1) Fire protection?

Less Than Significant Impact.

MARITIME TRAINING CENTER

The Newport Beach Fire Department (NBFD) provides fire protection within the City. Implementation of the proposed project could potentially result in additional demand for fire protection and emergency medical services, including possible additional wear on fire equipment and increased use of medical supplies. The NBFD operates a total of eight fire stations within the City. The nearest station to the project site is the Lido Fire Station (located at 475 32nd Street), approximately 0.6-mile to the southwest.

As stated within Section 2.4, Project Background, the Maritime Training Center would result in only a minor increase the curriculum and enrollment beyond what already occurs at the OCC SSS. A negligible increase in employment may occur for maintenance and/or janitorial purposes; however, this increase would not have the capability to result in a substantial adverse impact in relation to fire protection. In addition, the proposed project would be required to comply with Title 9, *Fire Code*, of the City's *Municipal Code*. The proposed project would be required to comply with NBFD requirements for emergency access, fire flow, fire protection standards, fire lanes, and other site design/building standards. Thus, impacts in this regard would be less than significant.

PEDESTRIAN BRIDGE

As an ancillary facility to the Maritime Training Center, the proposed pedestrian bridge would not result in a substantial increase in enrollment or employment beyond existing conditions. In addition, the proposed pedestrian bridge would also be required to comply with the City's *Fire Code* in regards to fire

protection standards, and elevator/staircase design, among other requirements. The proposed pedestrian bridge would result in a beneficial public safety impact since it would provide a safe crossing of West Coast Highway in the vicinity of the site. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

2) Police protection?

Less Than Significant Impact.

MARITIME TRAINING CENTER

The Newport Beach Police Department (NBPD) provides police protection within the City. The project site is located within "Area #2" of the NBPD's three service areas. The NBPD operates out of a central police station located at 870 Santa Barbara Drive, approximately two miles east of the site. As stated above, the proposed Maritime Training Center is not anticipated to substantially increase enrollment or employment beyond existing conditions. A negligible increase in employment may occur for maintenance and/or janitorial purposes; however, this increase would not have the capability to result in a substantial adverse impact in relation to police services. In addition, the proposed project would not require new or additional police facilities. Impacts in this regard would be less than significant.

PEDESTRIAN BRIDGE

As an ancillary facility to the Maritime Training Center, the proposed pedestrian bridge would not result in a substantial increase in enrollment or employment beyond existing conditions. As such, the proposed pedestrian bridge is not anticipated to result in a substantial increase in demand for police services. In addition, the proposed pedestrian bridge would result in a beneficial public safety impact since it would provide a safe crossing of West Coast Highway in the vicinity of the site. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

3) Schools?

No Impact.

MARITIME TRAINING CENTER

The proposed Maritime Training Center itself is a school facility, and its environmental impacts are analyzed within this Initial Study. Thus, the proposed project would result in a beneficial impact in regards to school services, and no other impacts beyond those identified within this document are anticipated to occur.

PEDESTRIAN BRIDGE

The pedestrian crossing over West Coast Highway would support activities at the proposed Maritime Training Center. As stated above, the proposed project would result in a beneficial impact in regards to school services, and no other impacts beyond those identified within this document are anticipated to occur.

Mitigation Measures: No mitigation is required.

4) Parks?

Less Than Significant Impact.

MARITIME TRAINING CENTER

The City operates a range of parks within the project area. The nearest park to the project site is Kings Road Park, located atop the bluff adjacent to the Maritime Training Center site. Kings Road Park is situated approximately 150 feet northwest of the site, although direct access is not available due to the steep topography.

As stated above in Response 4.14(a), the proposed Maritime Training Center would not substantially increase the curriculum or enrollment beyond what already occurs at the OCC SSS. A negligible increase in employment may occur for maintenance and/or janitorial purposes; however, this increase would not have the capability to result in a substantial increase in demand for park facilities. Thus, impacts in regards to parks and other recreational facilities would be less than significant.

PEDESTRIAN BRIDGE

As an ancillary facility to the Maritime Training Center, the proposed pedestrian bridge would not result in a substantial increase in enrollment or employment beyond existing conditions. As such, the proposed pedestrian bridge is not anticipated to result in a substantial increase in demand for parks or other recreational facilities.

Mitigation Measures: No mitigation is required.

5) Other public facilities?

No Impact.

MARITIME TRAINING CENTER

As shown above in Responses 4.14(a)(1) through 4.14(a)(4), the proposed project would not result in significant impacts on public services or facilities. No other public facilities are anticipated to be affected by the project. No impacts would occur in this regard.

PEDESTRIAN BRIDGE

As shown above in Responses 4.14(a)(1) through 4.14(a)(4), the proposed project would not result in significant impacts on public services or facilities. No other public facilities are anticipated to be affected by the project. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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4.15 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

Less Than Significant Impact.

Maritime Training Center

As stated in Response 4.14(a)(4), the proposed project would not result in a substantial increase in demand on parks or other recreational facilities, and would not result physical deterioration of these facilities. Impacts would be less than significant.

Pedestrian Bridge

As stated in Response 4.14(a)(4), the proposed project would not result in a substantial increase in demand on parks or other recreational facilities, and would not result physical deterioration of these facilities. Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

Less Than Significant Impact.

Maritime Training Center

As stated in Response 4.14(a)(4), the proposed project would not result in a substantial increase in demand on parks or other recreational facilities, and would not result in an adverse physical effect on the environment. Impacts would be less than significant.

Pedestrian Bridge

As stated in Response 4.14(a)(4), the proposed project would not result in a substantial increase in demand on parks or other recreational facilities, and would not result in an adverse physical effect on the environment. Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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4.16 TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				✓
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓		
e. Result in inadequate emergency access?		✓		
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				✓

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

BACKGROUND

This section is based upon the *OCC Maritime Training Center Traffic Impact Analysis* (RBF Consulting, September 20, 2010) prepared for the proposed project; refer to Appendix F, Traffic Impact Analysis. The purpose of the *Traffic Impact Analysis* (*TIA*) is to evaluate potential project impacts related to traffic and circulation in the vicinity of the project site. The evaluation considers impacts on local intersections, roadways, and regional transportation facilities. The following analysis scenarios are evaluated in this study:

- Existing Conditions;
- Forecast Year 2014 Without Project Conditions;
- Forecast Year 2014 With Project Conditions;

- Forecast Cumulative Without Project Conditions; and
- Forecast Cumulative With Project Conditions.

It should be noted that the Existing Conditions, Forecast Year 2014 Without Project Conditions, and Forecast Year 2014 With Project Conditions scenarios were conducted in accordance with the City of Newport Beach Traffic Phasing Ordinance (TPO) methodology.

Environmental Setting

Based on discussions with City of Newport Beach staff, this study evaluates the following seven intersections in the vicinity of the project site:

1. Newport Boulevard Southbound Ramps/West Coast Highway (SR-1);
2. Riverside Avenue/West Coast Highway (SR-1);
3. Tustin Avenue/West Coast Highway (SR-1);
4. Balboa Bay Driveway/West Coast Highway (SR-1);
5. Dover Drive/West Coast Highway (SR-1);
6. Bayside Drive/East Coast Highway (SR-1); and
7. Jamboree Road/East Coast Highway (SR-1).

Exhibit 12, *Study Intersection Locations*, illustrates the locations of the study intersections analyzed within the *TIA*.

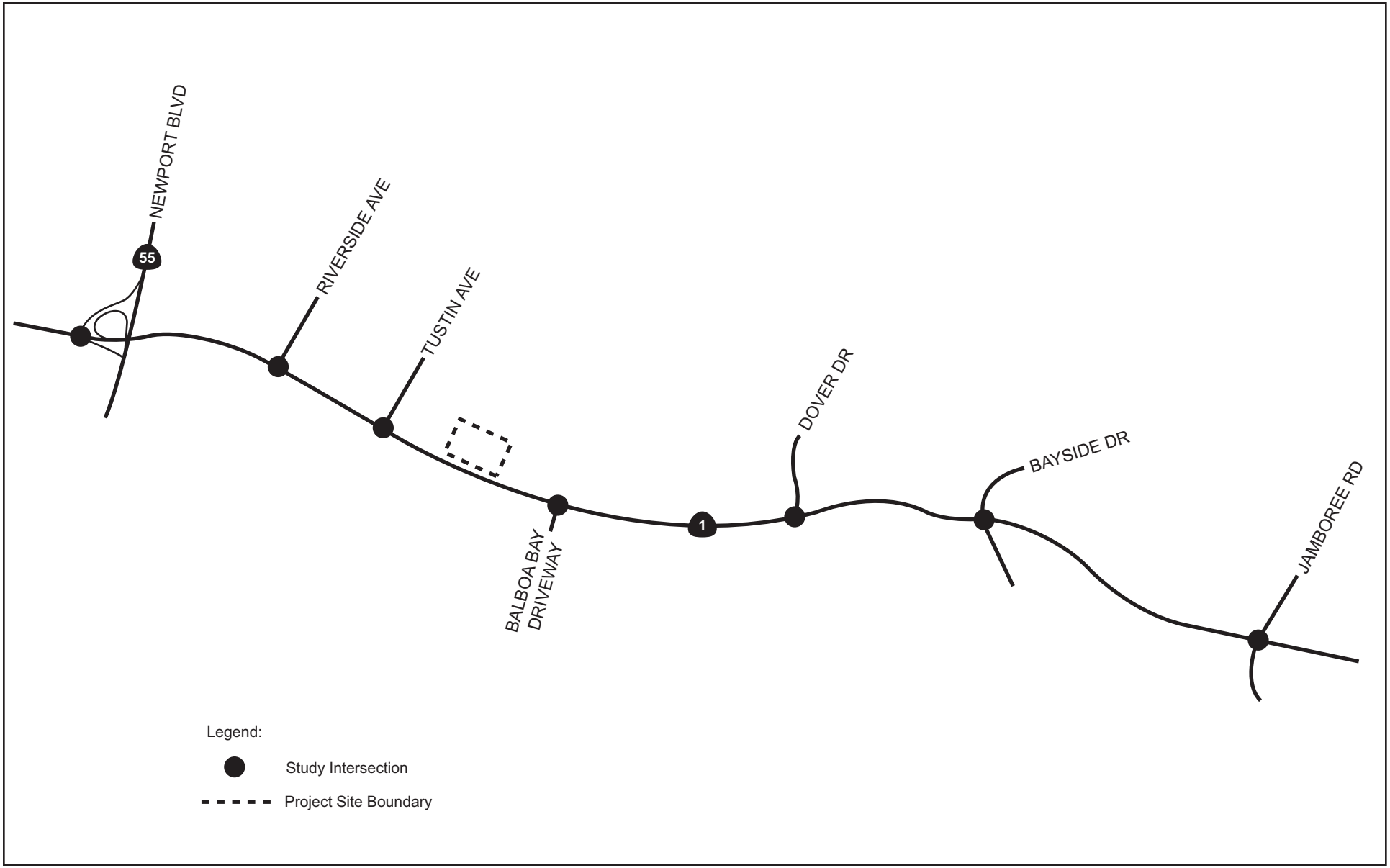
Analysis Methodology

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The Intersection Capacity Utilization (ICU) analysis method is utilized by the City of Newport Beach and in the *Orange County Congestion Management Program* (*CMP*) to determine the operating LOS of signalized intersections. The ICU analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding Volume/Capacity (V/C) ratios shown in *Table 4.16-1*, *V/C & LOS Ranges*.

Table 4.16-1
V/C & LOS Ranges

SIGNALIZED INTERSECTIONS	
V/C RATIO	**LOS**
≤ 0.60	A
0.61 to ≤ 0.70	B
0.71 to ≤ 0.80	C
0.81 to ≤ 0.90	D
0.91 to ≤ 1.00	E
> 1.00	F

Source: RBF Consulting, *OCC Maritime Training Center Traffic Impact Analysis*, September 20, 2010.



NOT TO SCALE

RBF CONSULTING

09/10 • JN 10-106619

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ORANGE COAST COLLEGE MARITIME TRAINING CENTER

Study Intersection Locations

Exhibit 12

In accordance with the City's TPO, the ICU analysis assumes a capacity of 1,600 vehicles per hour (VPH) for each travel lane (including turn lanes) through an intersection, with no factor for yellow time included in the lane capacity assumptions. The City's TPO methodology calculates the ICU value to three decimal places, and then reports the resulting ICU value rounded down to two decimal places.

Performance Criteria

The City of Newport Beach target for peak hour intersection operation as stated in the Circulation Element of the *General Plan* is LOS D or better except at the following locations where LOS E is considered acceptable:

- Intersections in the John Wayne Airport Area shared with the City of Irvine;
- Dover Drive/West Coast Highway (SR-1);
- Riverside Avenue/West Coast Highway (SR-1);
- Goldenrod Avenue/East Coast Highway (SR-1); and
- Marguerite Avenue/East Coast Highway (SR-1).

The criteria for assessing a proposed project, as defined in the City's TPO, is to achieve LOS D or better at any impacted primary intersection within the City.

Thresholds of Significance

To determine whether the addition of project-generated trips at a signalized study intersection results in a significant impact, the City has established the following threshold of significance:

- A significant impact occurs when the addition of project-generated trips causes the level of service at a study intersection to deteriorate from an acceptable LOS (LOS D or better in most cases) to a deficient LOS (LOS E or F); or
- A significant impact occurs when the addition of project-generated trips increases the intersection capacity utilization at a study intersection by one percent or more of capacity (V/C ≥ 0.010), worsening a projected baseline condition of LOS E or LOS F.

Existing Roadway System

The characteristics of the roadway system in the vicinity of the project site are described below:

- **East Coast Highway (SR-1):** East Coast Highway is designated State Route 1 (SR-1), and trends in an east-west direction. East of Dover Drive, SR-1 is known as East Coast Highway; west of Dover Drive, SR-1 is known as West Coast Highway. Between Dover Drive and Bayside Drive, East Coast Highway is a seven-lane undivided roadway (four lanes in the westbound direction and three lanes in the eastbound direction) with on-street parking prohibited. From a point east of Bayside Drive to Jamboree Road, East Coast Highway is an eight-lane roadway, with a raised, landscaped median with on-street parking prohibited. Between Jamboree Road and MacArthur Boulevard, East Coast Highway is a six-lane divided roadway with on-street parking prohibited. The posted speed limit on East Coast Highway in the study area ranges from 35 to 50 miles per hour.
- **West Coast Highway (SR-1):** West Coast Highway is designated State Route 1 (SR-1). West Coast Highway is a four-lane divided roadway, with a continuous left-turn lane and some on-street parking permitted. From Tustin Avenue to Balboa Bay Club Entry, West Coast

Highway is a five-lane divided roadway (two to three lanes in the westbound direction and two lanes in the eastbound direction), with a continuous left-turn lane with on-street parking are allowed. Between Riverside Avenue and Tustin Avenue, West Coast Highway is a five-lane divided roadway (three lanes in the westbound direction and two lanes in the eastbound direction), with a raised median with on-street parking allowed. From the Newport Boulevard (SR-55) southbound off-ramp to Riverside Avenue, West Coast Highway is a five-lane divided roadway (three lanes in the westbound direction and two lanes in the eastbound direction) with a continuous left-turn lane with on-street parking allowed. From Superior Avenue to the Newport Boulevard southbound off-ramp, West Coast Highway is a seven-lane divided roadway (four lanes in the westbound direction and three lanes in the eastbound direction). West of Superior Avenue, West Coast Highway transitions to a six-lane divided roadway. The posted speed limit on West Coast Highway in the study area ranges from 40 to 50 miles per hour.

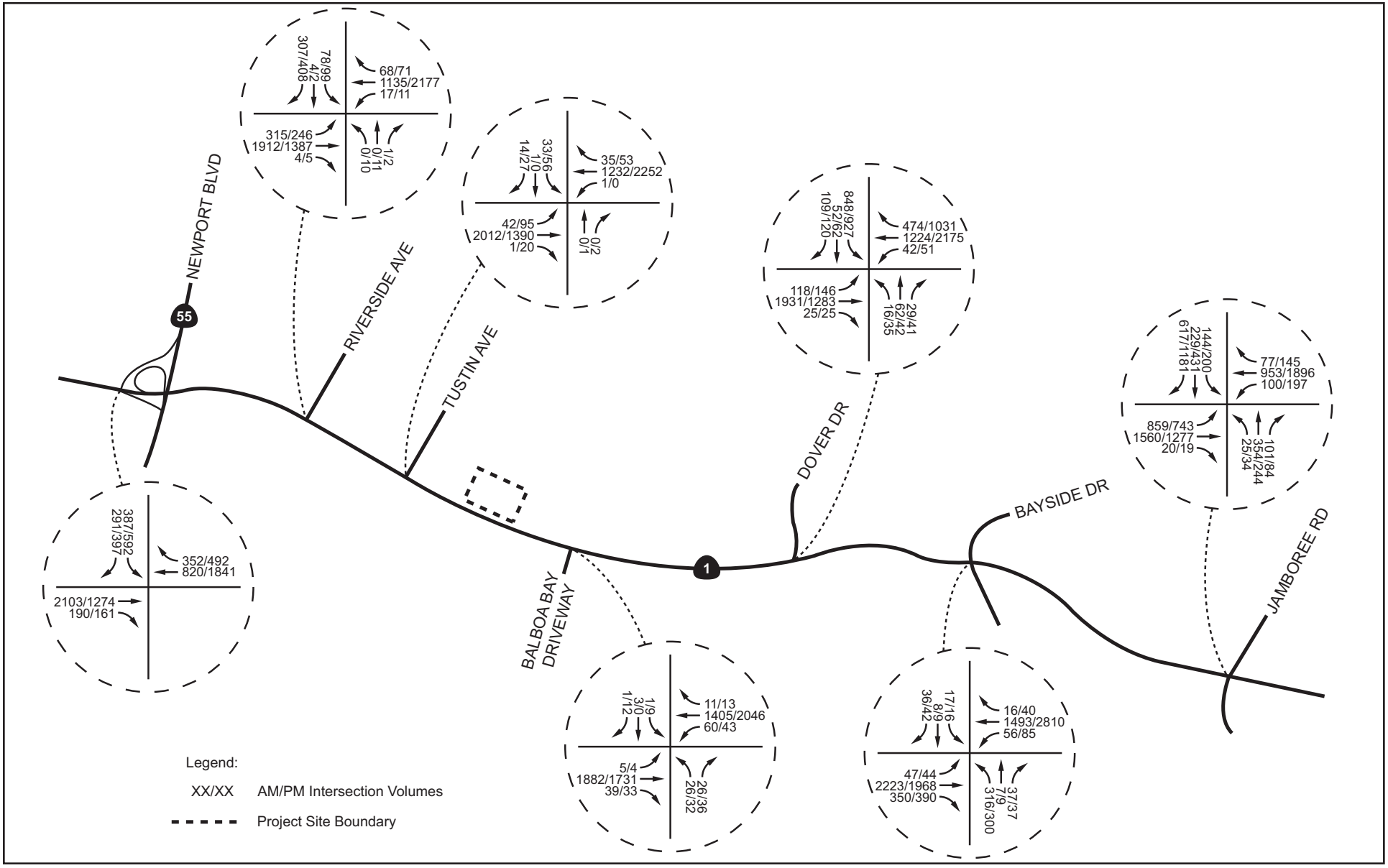
- **Bayside Drive** is a two-lane undivided roadway trending in a north-south direction, north of East Coast Highway, with on-street parking allowed. The posted speed limit on Bayside Drive north of East Coast Highway is 25 miles per hour. South of East Coast Highway, Bayside Drive is a four-lane divided roadway with a continuous left-turn lane with on-street parking prohibited. There is no posted speed limit on Bayside Drive south of East Coast Highway in the project vicinity.
- **Dover Drive** is a four-lane divided roadway with a raised landscaped median, trending in a north-south direction with on-street parking prohibited between Coast Highway and Westcliff Drive. South of Coast Highway, Dover Drive changes name to Bayshore Drive. Bayshore Drive is a two-lane undivided roadway with on-street parking prohibited. The posted speed limit on Dover Drive is 40 miles per hour.
- **Jamboree Road** north of East Coast Highway is a six-lane divided roadway trending in a north-south direction with a raised landscaped median with on-street parking prohibited. South of East Coast Highway, Jamboree Road is a four-lane divided roadway with a painted median with on-street parking prohibited. The posted speed limit on Jamboree Road is 50 miles per hour north of East Coast Highway and 35 miles per hour south of East Coast Highway.
- **Riverside Avenue** between West Coast Highway and Avon Street is a four-lane undivided roadway, trending in a north-south direction, with on-street parking prohibited. North of Avon Street, Riverside Avenue is a two-lane undivided roadway with on-street parking allowed. The posted speed limit on Riverside Avenue is 30 miles per hour.
- **Tustin Avenue** is a two-lane undivided roadway trending in a north-south direction that terminates on the south at West Coast Highway. On-street parking is allowed on Tustin Avenue. There is no posted speed limit on Tustin Avenue in the project vicinity.

Existing Traffic Conditions

To determine the existing operation of the study intersections, this study utilizes 2009/2010 AM and PM peak hour intersection movement counts provided by City of Newport Beach staff.

An annual growth factor of 1.00 percent on primary roadways (based on the City of Newport Beach TPO) was applied to 2009 traffic counts as necessary to develop 2010 conditions. The counts used in this analysis were taken from the highest hour within the peak period counted.

Exhibit 13, *Existing AM/PM Peak Hour Intersection Volumes* shows existing conditions AM and PM peak hour volumes at the study intersections. *Exhibit 14*, *Existing Study Intersection Geometry*, shows existing study intersection geometry.



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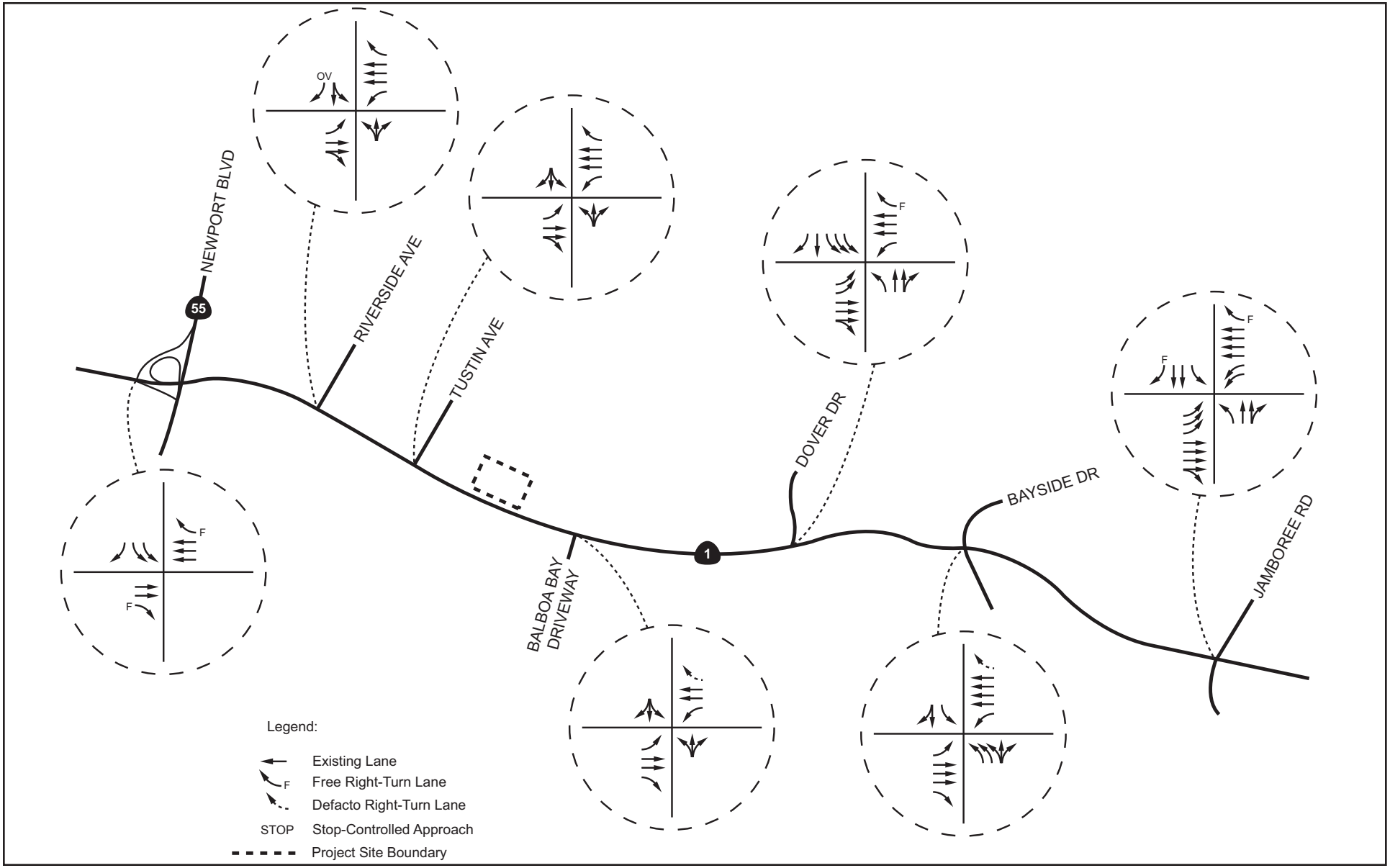
Existing AM/PM Peak Hour Intersection Volumes

Exhibit 13



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Existing Study Intersection Geometry

Exhibit 14

Existing Conditions Peak Hour Intersection Level of Service

Table 4.16-2, Existing Conditions AM and PM Peak Hour Level of Service summarizes existing conditions AM peak hour and PM peak hour LOS of the study intersections.

Table 4.16-2
Existing Conditions AM and PM Peak Hour Level of Service

INTERSECTION NUMBER	STUDY INTERSECTION	AM PEAK HOUR	PM PEAK HOUR
		V/C – LOS	V/C - LOS
1	Newport Blvd. SB Ramps/W. Coast Hwy.	0.84 – D	0.65 – B
2	Riverside Ave./W. Coast Hwy.	0.66 – B	0.72 – C
3	Tustin Ave./W. Coast Hwy.	0.66 – B	0.58 – A
4	Balboa Bay Dwy./W. Coast Hwy.	0.66 – B	0.69 – B
5	Dover Dr./W. Coast Hwy.	0.64 – B	0.72 – C
6	Bayside Dr./E. Coast Hwy.	0.60 – B	0.57 – A
7	Jamboree Rd./E. Coast Hwy.	0.56 – A	0.68 – B

Source: RBF Consulting, *OCC Maritime Training Center Traffic Impact Analysis*, September 20, 2010.

As shown in *Table 4.16-2*, all the study intersections are currently operating at an acceptable LOS according to City of Newport Beach performance criteria.

FORECAST YEAR 2014 WITHOUT PROJECT CONDITIONS

The proposed project is planned to open in 2013. However, in accordance with the City's TPO, the analysis year is 2014. Therefore, forecast year 2014 without project conditions are analyzed first to provide a baseline for project impacts. Forecast year 2014 without project traffic volumes were increased by an annual growth factor of one percent per year as directed by City staff to account for ambient traffic growth in the project vicinity at study intersections.

Additionally, trips were added from 17 approved projects in the project vicinity identified by City staff, which have already been approved, but have not yet been constructed. These approved projects are expected to be built and generating trips by year 2014. The approved project trip generation and assignment data for these 17 projects was provided by the City of Newport Beach. The 17 approved projects identified by City staff consist of:

- Fashion Island Expansion;
- Temple Bat Yahm Expansion;
- Ciosa-Irvine Project;
- Newport Dunes;
- 1401 Dove Street;
- Hoag Hospital Phase II;
- St. Marks Presbyterian Church;
- Corporate Plaza West Phase;
- Mariner's Mile Gateway;
- OLQA Church Expansion;

- 2300 Newport Boulevard;
- Newport Executive Court;
- Hoag Health Center;
- North Newport Center;
- Santa Barbara Condo;
- Newport Beach City Hall; and
- 328 Old Newport Medical Office.

Exhibit 15, *Forecast Year 2014 Without Project Conditions AM/PM Peak Hour Intersection Volumes* shows forecast year 2014 without project conditions AM and PM peak hour volumes at the study intersections.

The initial stage of the TPO analysis consists of a one percent analysis at each study intersection. The one percent analysis compares proposed project traffic with the projected forecast year 2014 without project peak hour traffic volumes. If forecast peak hour traffic from the proposed project is less than one percent of the projected background traffic on each leg of the intersection, then further ICU analysis is not required. If the proposed project is forecast to add more than one percent of the background traffic on any leg of the intersection, then ICU analysis is required.

Table 4.16-3, *One Percent Volume Analysis - Forecast Year 2014 With City-Approved Projects* summarizes the results of the one percent analysis for forecast year 2014 with projects conditions.

Table 4.16-3
One Percent Volume Analysis – Forecast Year 2014 With City-Approved Projects

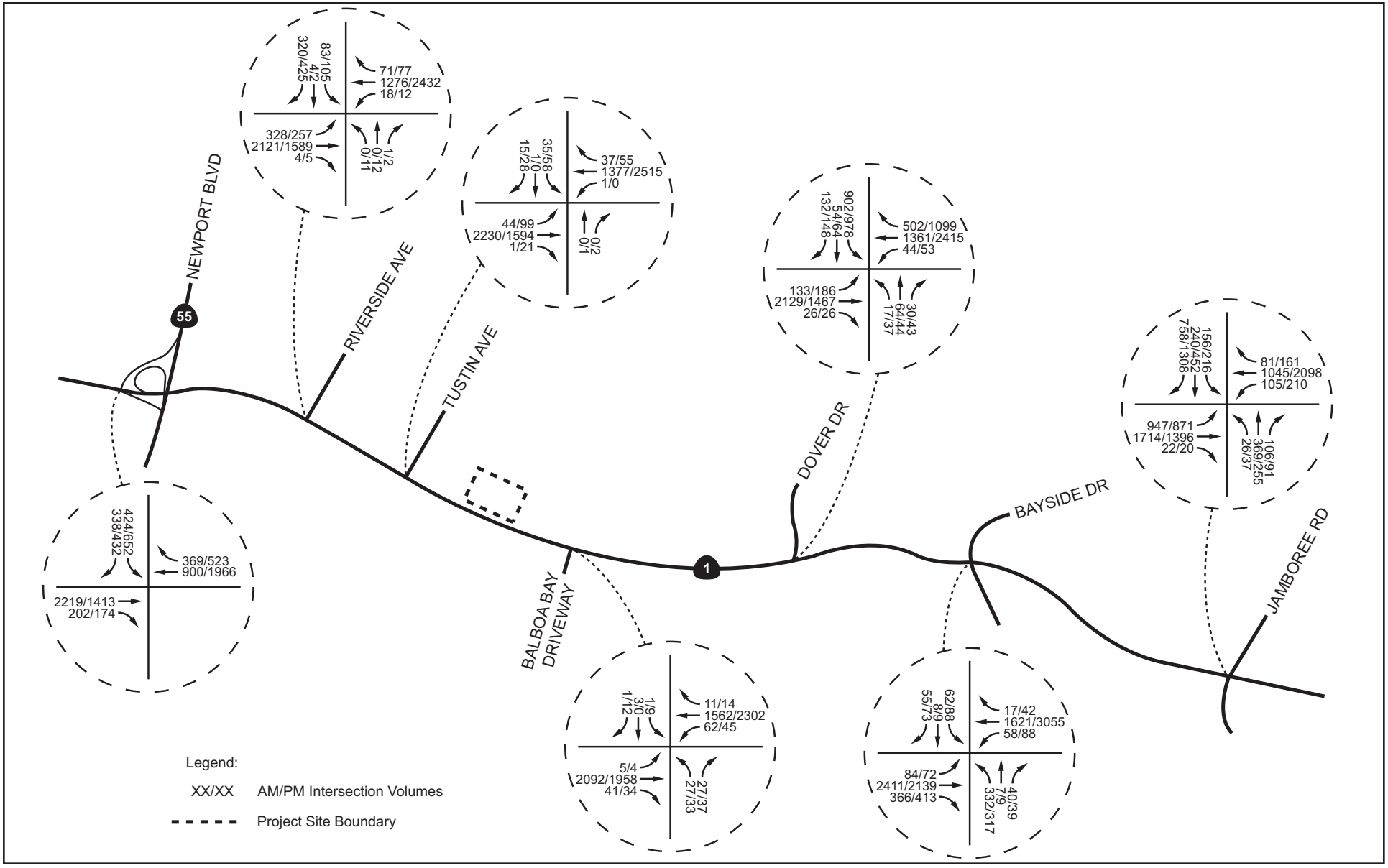
INTERSECTION NUMBER	STUDY INTERSECTION	AM PEAK HOUR				PM PEAK HOUR			
		NB	SB	EB	WB	NB	SB	EB	WB
1	Newport Blvd. SB Ramps/W. Coast Hwy.		X						
2	Riverside Ave./W. Coast Hwy.								
3	Tustin Ave./W. Coast Hwy.								
4	Balboa Bay Dwy./W. Coast Hwy.								
5	Dover Dr./W. Coast Hwy.								
6	Bayside Dr./E. Coast Hwy.								
7	Jamboree Rd./E. Coast Hwy.								

Note: NB = northbound; SB = southbound; EB = eastbound; WB = westbound
Source: RBF Consulting, *OCC Maritime Training Center Traffic Impact Analysis*, September 20, 2010.

As shown in *Table 4.16-3*, the Newport Boulevard Southbound Ramps/West Coast Highway intersection does not pass the one percent test and thus requires further ICU analysis for forecast year 2014 with projects conditions.

Forecast Year 2014 Without Project Conditions Intersection Level of Service

Table 4.16-4, *Forecast Year 2014 Without Project Conditions Intersection Level of Service* summarizes forecast year 2014 without project conditions AM and PM peak hour LOS of the Newport Boulevard Southbound Ramps/West Coast Highway intersection.



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Forecast Year 2014 Without Project Conditions AM/PM Peak Hour Intersection Volumes

Exhibit 15

Table 4.16-4
Forecast Year 2014 Without Project Conditions Intersection Level of Service

INTERSECTION NUMBER	STUDY INTERSECTION	AM PEAK HOUR	PM PEAK HOUR
		V/C – LOS	V/C - LOS
1	Newport Blvd. SB Ramps/W. Coast Hwy.	**0.91 – E**	0.71 – C

Note: SB = southbound
Source: Source: RBF Consulting, *OCC Maritime Training Center Traffic Impact Analysis*, September 20, 2010.

As shown in *Table 4.16-4*, with the addition of trips associated with the City's list of approved projects, the Newport Boulevard Southbound Ramps/West Coast Highway study intersection is forecast to operate at a deficient LOS (LOS E or worse) for the AM peak hour for forecast year 2014 without project conditions according to City of Newport Beach performance criteria.

FORECAST CUMULATIVE WITHOUT PROJECT CONDITIONS

In addition to the forecast year 2014 scenario, the *TIA* analyzes a forecast cumulative scenario. Forecast cumulative without project conditions were derived by adding a range of individual cumulative projects to forecast year 2014 without project conditions. Forecast cumulative without project conditions are analyzed first to provide a baseline for project impacts.

Cumulative project trips were added from 11 other projects in the vicinity identified by City staff that are considered foreseeable, but have not yet been constructed and therefore are not currently generating trips. This section analyzes the impact of adding trips forecast to be generated by these 11 cumulative projects to forecast year 2014 without project conditions to reflect cumulative without project conditions. Cumulative project trip generation and trip distribution data was provided by the City staff for use in this analysis.

The City provided data for the following 11 forecast cumulative projects:

- Newport Beach Country Club;
- Mariner's Medical Arts;
- WPI-Newport, LLC;
- Banning Ranch;
- Sunset Ridge Park;
- Marina Park;
- Pres Office Building;
- Conexant/Koll Conceptual Plan;
- Aerie;
- Coast Community College District; and
- Newport Coast.

Forecast Cumulative Without Project Conditions Peak Hour Traffic Volumes

Exhibit 16, *Forecast Cumulative Without Project Conditions AM/PM Peak Hour Intersection Volumes* shows forecast cumulative without project conditions AM and PM peak hour volumes at the study intersections.

Forecast Cumulative Without Project Conditions Level of Service

Table 4.16-5, *Forecast Cumulative Without Project Conditions AM/PM Peak Hour Intersection Level of Service* summarizes forecast cumulative without project conditions AM and PM peak hour LOS of the study intersections.

Table 4.16-5
Forecast Cumulative Without Project Conditions AM/PM Peak Hour Intersection Level of Service

INTERSECTION NUMBER	STUDY INTERSECTION	AM PEAK HOUR V/C – LOS	PM PEAK HOUR V/C - LOS
1	Newport Blvd. SB Ramps/W. Coast Hwy.	**0.98 – E**	0.87 – D
2	Riverside Ave./W. Coast Hwy.	0.75 – C	0.80 – D
3	Tustin Ave./W. Coast Hwy.	0.75 – C	0.67 – B
4	Balboa Bay Dwy./W. Coast Hwy.	0.75 – C	0.81 – D
5	Dover Dr./W. Coast Hwy.	0.71 – C	0.83 – D
6	Bayside Dr./E. Coast Hwy.	0.67 – B	0.68 – B
7	Jamboree Rd./E. Coast Hwy.	0.67 – B	0.85 – D

Note: SB = southbound
Source: RBF Consulting, *OCC Maritime Training Center Traffic Impact Analysis*, September 20, 2010.

As shown in *Table 4.16-5*, with the addition of cumulative project-generated trips, the study intersections are forecast to operate at an acceptable LOS for forecast cumulative without project conditions according to City of Newport Beach performance criteria with the exception the Newport Boulevard Southbound Ramps/West Coast Highway study intersection during the AM peak hour.

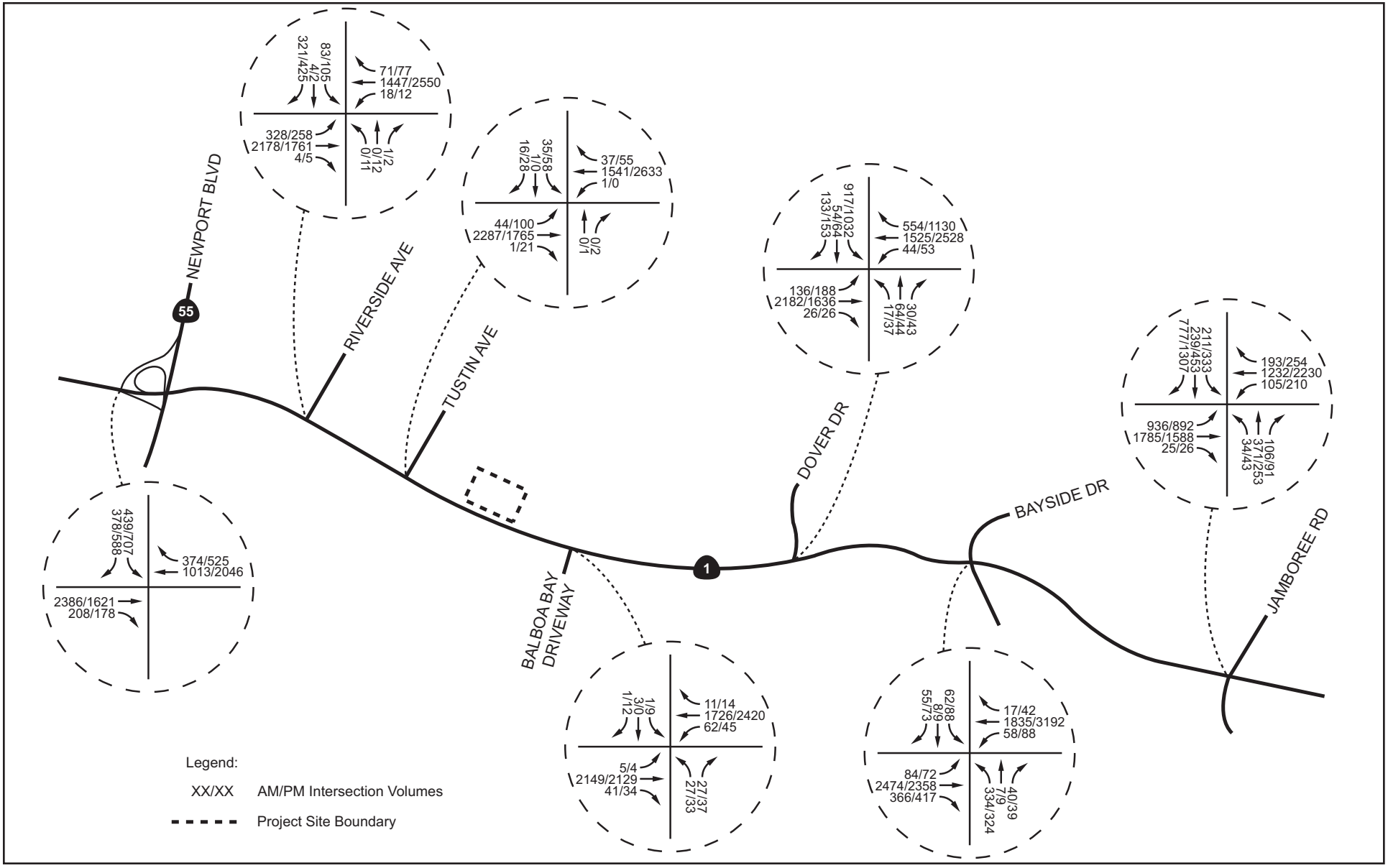
Less Than Significant Impact.

MARITIME TRAINING CENTER

Project Trip Generation

In order to quantify potential project-related impacts based on the two baseline "without project" scenarios described above, it is necessary to understand the trip generation of the proposed Maritime Training Center.

To determine the trip generation of the proposed project, the CCCD provided a projected curriculum for both the existing OCC SSS and the proposed Maritime Training Center. Based on CCCD-provided class information, a range of new classes and special seminars would be offered at the proposed Maritime Training Center. New classes at the Maritime Training Center would be offered in eight-week sessions, would not overlap, and would occur outside of the AM and PM peak hours. In addition, new periodic seminars (e.g., once per month or four times per year) would be conducted, with none of the seminars overlapping.



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Forecast Cumulative Without Project Conditions AM/PM Peak Hour Intersection Volumes

Exhibit 16

Therefore, the *TIA* conservatively assumes the daily peak hour trip generation of the proposed project is based on the new class/seminar with the highest number of students (24 students) plus one instructor even though the new 24-student class is only planned to occur four times per year, rather than on a daily basis. Similarly, the *TIA* conservatively assumes the average daily trip (ADT) generation of the proposed project is based on trips forecast to be generated in the AM and PM peak hours plus the trips forecast to be generated by a new evening seminar with the highest number of students (80 students) plus one instructor even though the new 80-student seminar is only planned to occur approximately once a month, rather than on a daily basis. The proposed project will not require additional administrative staff since existing administrative staff at the OCC SSS is adequate to cover the Maritime Training Center. In addition, the CCCD does not plan to use the two new classroom facilities and new lecture hall at the same time.

Table 4.16-6, *Proposed Project Trip Generation* shows the conservative AM peak hour, PM peak hour, and daily trip generation of the proposed project.

Table 4.16-6
Proposed Project Trip Generation

AM PEAK HOUR			PM PEAK HOUR			DAILY TRIPS
IN	OUT	TOTAL	IN	OUT	TOTAL	
25	0	25	0	25	25	212

Source: RBF Consulting, *OCC Maritime Training Center Traffic Impact Analysis*, September 20, 2010.

As shown in *Table 4.16-6*, the proposed project is forecast to generate 212 daily trips, which includes 25 AM peak hour trips and 25 PM peak hour trips.

Project Trip Distribution and Assignment

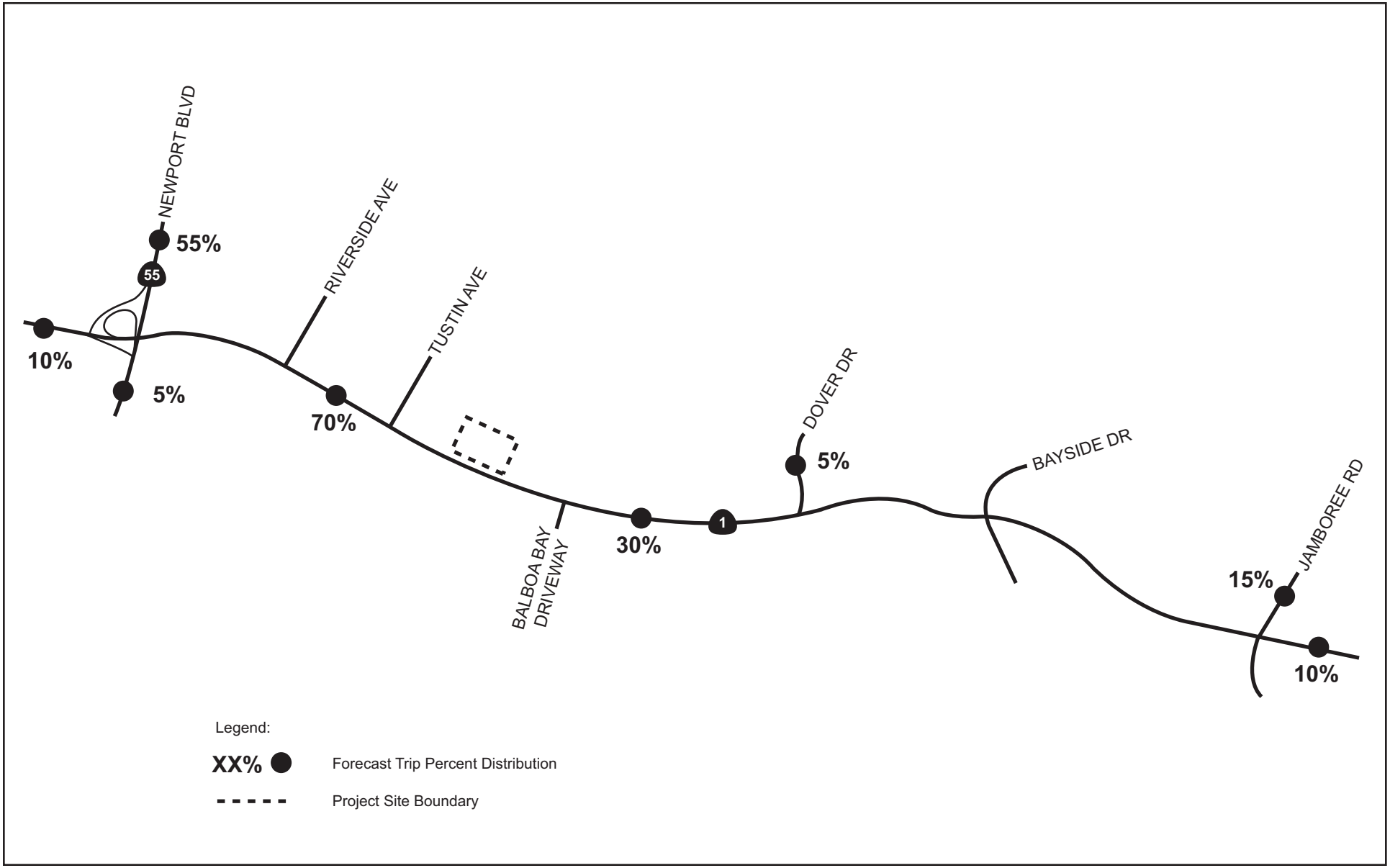
Based on discussions with City staff, trip distribution for the proposed project is based on zip code data provided by the CCCD for students registered for a class/seminar at the existing OCC SSS across the street from the project site (refer to Appendix F, Traffic Impact Analysis). *Exhibit 17*, *Forecast Trip Percent Distribution of Proposed Project* shows forecast trip percent distribution of project-generated trips. *Exhibit 18*, *Forecast Proposed Project AM/PM Peak Hour Trip Assignment* shows the corresponding assignment of project-generated peak hour trips assuming the trip percent distribution shown in *Exhibit 17*.

Forecast Year 2014 With Project Conditions

This section analyzes the addition of trips forecast to be generated by the proposed project to forecast year 2014 without project conditions.

Forecast Year 2014 With Project Conditions Traffic Volumes

Exhibit 19, *Forecast Year 2014 With Project Conditions AM/PM Peak Hour Intersection Volumes* shows forecast year 2014 with project AM and PM peak hour volumes at the study intersections.



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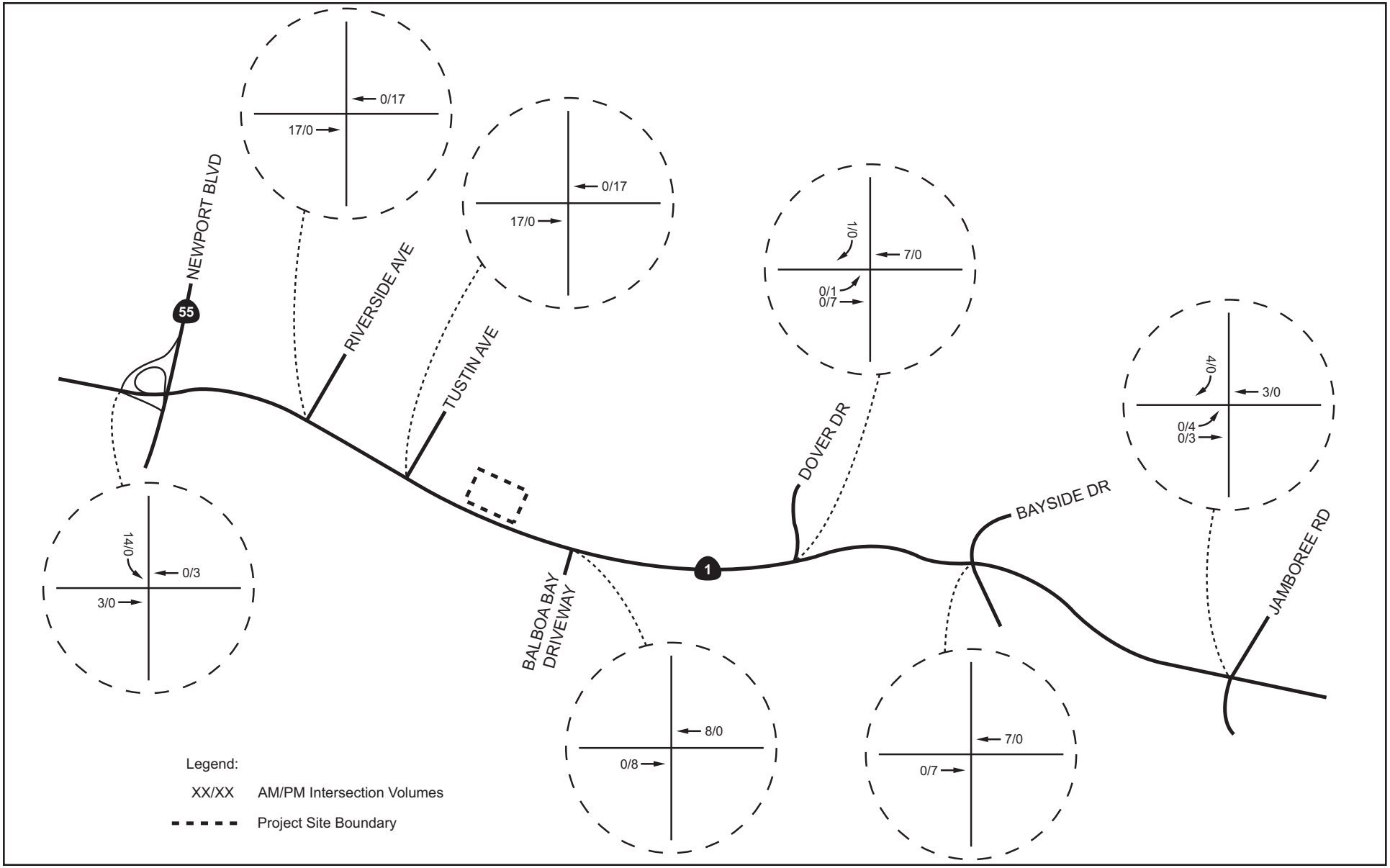
Forecast Trip Percent Distribution of Proposed Project

Exhibit 17



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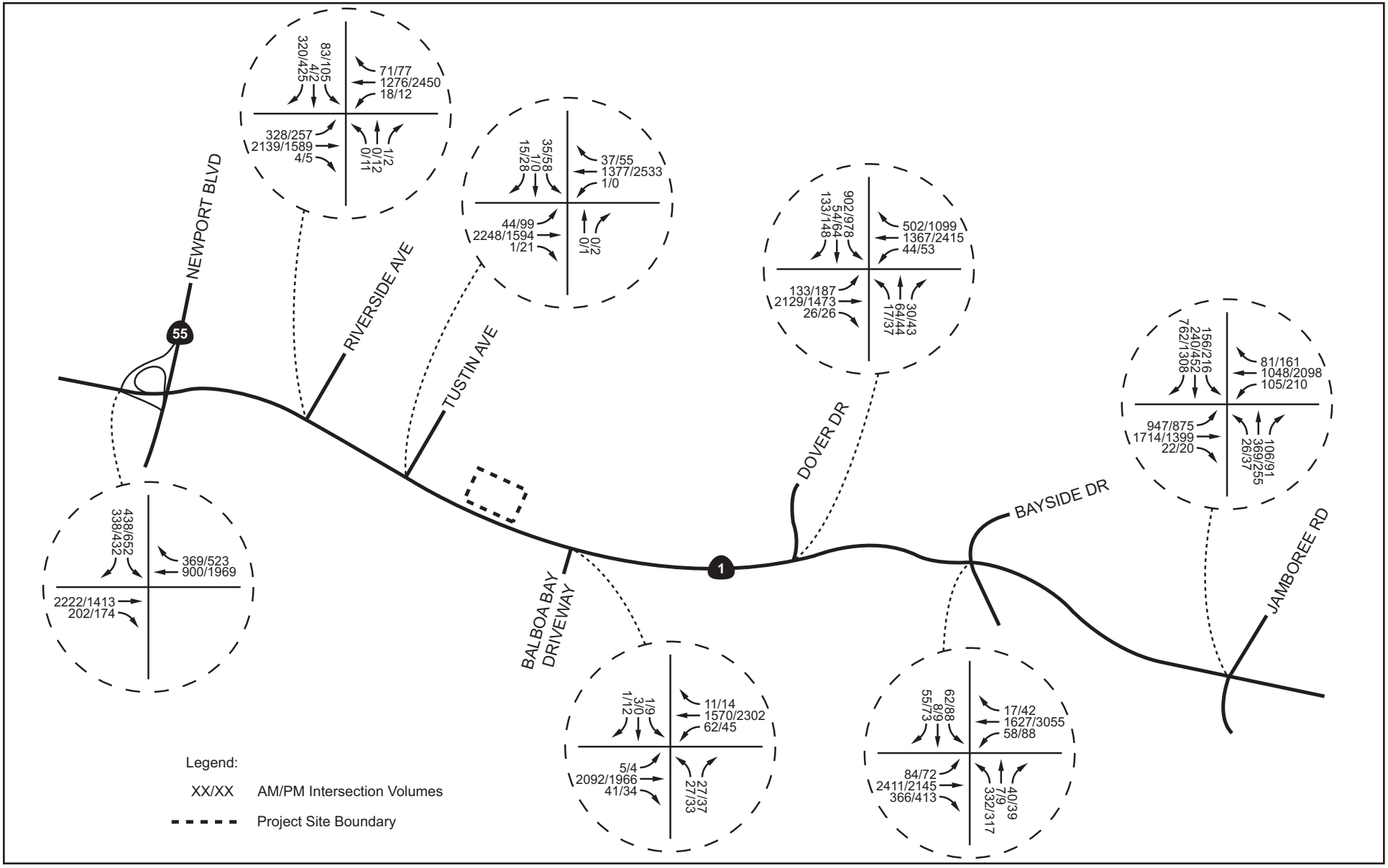
Forecast Proposed Project AM/PM Peak Hour Trip Assignment

Exhibit 18



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Forecast Year 2014 With Project Conditions AM/PM Peak Hour Intersection Volumes

Exhibit 19

Forecast Year 2014 With Project Conditions Intersection Level of Service

Table 4.16-7, *Forecast Year 2014 With Project Conditions AM and PM Peak Hour Level of Service* summarizes forecast year 2014 with project conditions AM peak hour and PM peak hour LOS of the one study intersection requiring ICU analysis after application of the TPO one percent analysis.

Table 4.16-7
Forecast Year 2014 With Project Conditions AM and PM Peak Hour Level of Service

INTERSECTION NUMBER	STUDY INTERSECTION	FORECAST YEAR 2014 WITHOUT PROJECT CONDITIONS		FORECAST YEAR 2014 WITH PROJECT CONDITIONS		INCREASE IN V/C?		SIGNIFICANT IMPACT?
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR			
		V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS	AM	PM	
1	Newport Blvd. SB Ramps/W. Coast Hwy.	**0.91 – E**	0.71 – C	**0.91 – E**	0.71 – C	0.00	0.00	No

Source: RBF Consulting, *OCC Maritime Training Center Traffic Impact Analysis*, September 20, 2010.

As shown in *Table 4.16-7*, with the addition of project-generated trips, the Newport Boulevard southbound ramps/West Coast Highway study intersection is forecast to continue to operate at a deficient LOS (LOS E or worse) for the AM peak hour for forecast year 2014 with project conditions according to City performance criteria.

As also shown in *Table 4.16-7*, based on City-established thresholds of significance, the addition of project-generated trips is forecast to result in no significant TPO impact at the study intersection for forecast year 2014 with project conditions.

Forecast Cumulative With Project Conditions

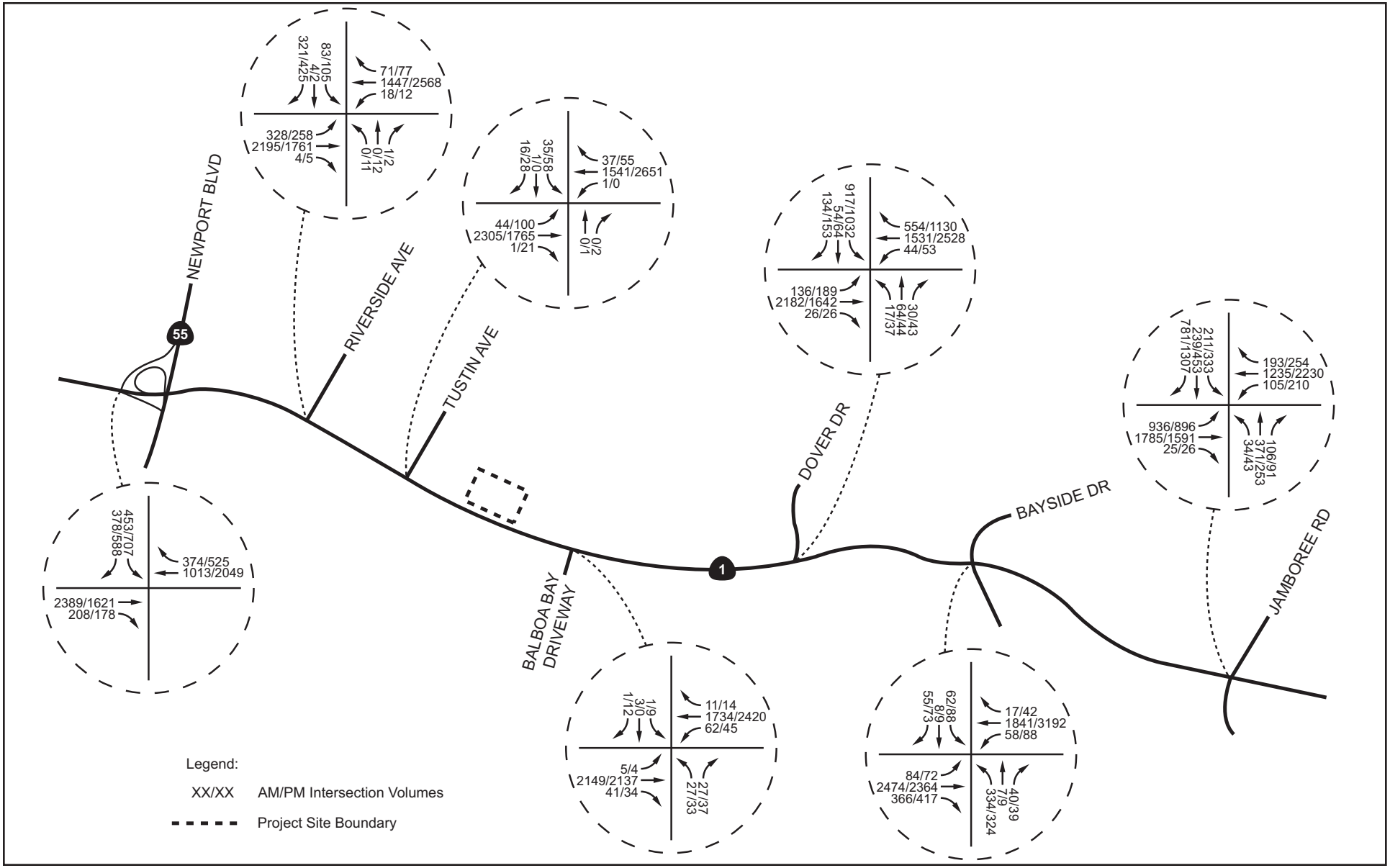
This section analyzes the addition of trips forecast to be generated by the proposed project to forecast cumulative without project conditions scenario.

Forecast Cumulative With Project Conditions Peak Hour Traffic Volumes

Exhibit 20, *Forecast Cumulative With Project Conditions AM/PM Peak Hour Intersection Volumes* shows forecast cumulative with project conditions AM and PM peak hour volumes at the study intersections.

Forecast Cumulative With Project Conditions Level of Service

Table 4.16-8, *Forecast Cumulative With Project Conditions AM/PM Peak Hour Intersection Level of Service* summarizes forecast cumulative with project conditions AM and PM peak hour LOS of the study intersections.



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Forecast Cumulative With Project Conditions AM/PM Peak Hour Intersection Volumes

Exhibit 20

Table 4.16-8
Forecast Cumulative With Project Conditions AM/PM Peak Hour Intersection Level of Service

Int. No.	Study Intersection	Forecast Cumulative Without Project Conditions		Forecast Cumulative With Project Conditions		Increase in V/C		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
		V/C – LOS	V/C – LOS	V/C – LOS	V/C – LOS	AM	PM	
1	Newport Blvd. SB Ramps/W. Coast Hwy.	**0.98 – E**	0.87 – D	**0.98 – E**	0.87 – D	0.00	0.00	No
2	Riverside Ave./W. Coast Hwy.	0.75 – C	0.80 – D	0.75 – C	0.81 – D	0.00	0.01	No
3	Tustin Ave./W. Coast Hwy.	0.75 – C	0.67 – B	0.75 – C	0.67 – B	0.00	0.00	No
4	Balboa Bay Dwy./W. Coast Hwy.	0.75 – C	0.81 – D	0.75 – C	0.81 – D	0.00	0.00	No
5	Dover Dr./W. Coast Hwy.	0.71 – C	0.83 – D	0.71 – C	0.83 – D	0.00	0.00	No
6	Bayside Dr./E. Coast Hwy.	0.67 – B	0.68 – B	0.67 – B	0.68 – B	0.00	0.00	No
7	Jamboree Rd./E. Coast Hwy.	0.67 – B	0.85 – D	0.67 – B	0.85 – D	0.00	0.00	No

Source: RBF Consulting, *OCC Maritime Training Center Traffic Impact Analysis*, September 20, 2010.

As shown in *Table 4.16-8*, with the addition of proposed project-generated trips, the study intersections are forecast to continue to operate at an acceptable LOS for forecast cumulative with project conditions according to City performance criteria with the exception of the Newport Boulevard southbound ramps/West Coast Highway study intersection during the AM peak hour.

As also shown in *Table 4.16-8*, based on City-established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts to the study intersections for forecast cumulative with project conditions.

State Highway Analysis

This section evaluates the forecast impact of project-generated trips at the following State Highway study intersections:

- Newport Boulevard Southbound Ramps/West Coast Highway;
- Riverside Avenue/West Coast Highway;
- Tustin Avenue/West Coast Highway;
- Dover Drive/West Coast Highway; and
- Bayside Drive/East Coast Highway.

State Highway Intersection Analysis Methodology

The California Department of Transportation (Caltrans) advocates use of Highway Capacity Manual (HCM) intersection analysis methodology to analyze the operation of signalized intersections. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle as shown in *Table 4.16-9*, *State Highway LOS and Delay Ranges*.

Table 4.16-9
State Highway LOS and Delay Ranges

LOS	DELAY (IN SECONDS) SIGNALIZED INTERSECTIONS
A	≤ 10.0
B	> 10.0 to ≤ 20.0
C	> 20.0 to ≤ 35.0
D	> 35.0 to ≤ 55.0
E	> 55.0 to ≤ 80.0
F	> 80.0

Source: RBF Consulting, *OCC Maritime Training Center Traffic Impact Analysis*, September 20, 2010.

Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections. The Caltrans target for peak hour intersection operation is LOS C or better.

State Highway Intersection Thresholds of Significance

While Caltrans has not established traffic thresholds of significance at State Highway intersections, this traffic analysis utilizes the following traffic threshold of significance:

- A significant project impact occurs at a State Highway study intersection when the addition of project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E or F).

State Highway Existing Conditions

Table 4.16-10, *State Highway Existing Conditions AM and PM Peak Hour Intersection Level of Service* summarizes existing AM peak hour and PM peak hour LOS of the State Highway study intersections.

Table 4.16-10
State Highway Existing Conditions AM and PM Peak Hour Intersection Level of Service

INTERSECTION NUMBER	STUDY INTERSECTION	AM PEAK HOUR DELAY – LOS	PM PEAK HOUR DELAY - LOS
1	Newport Blvd. SB Ramps/W. Coast Hwy.	15.6 – B	18.0 – B
2	Riverside Ave./W. Coast Hwy.	12.3 – B	16.0 – B
3	Tustin Ave./W. Coast Hwy.	3.4 – A	6.4 – A
4	Balboa Bay Dwy./W. Coast Hwy.	4.5 – A	4.7 – A
5	Dover Dr./W. Coast Hwy.	20.6 – C	22.1 – C
6	Bayside Dr./E. Coast Hwy.	12.2 – B	12.6 – B
7	Jamboree Rd./E. Coast Hwy.	27.3 – C	28.2 – C

Note: SB = southbound
Source: RBF Consulting, *OCC Maritime Training Center Traffic Impact Analysis*, September 20, 2010.

As shown in *Table 4.16-10*, the State Highway study intersections are currently operating at a acceptable LOS (LOS C or better) according to Caltrans performance criteria.

State Highway Forecast Cumulative Without Project Conditions

Table 4.16-11, *State Highway Forecast Cumulative Without Project Conditions AM and PM Peak Hour Intersection Level of Service* summarizes forecast cumulative without project conditions AM peak hour and PM peak hour LOS of the State Highway study intersections.

Table 4.16-11
State Highway Forecast Cumulative Without Project Conditions
AM and PM Peak Hour Intersection Level of Service

INTERSECTION NUMBER	STUDY INTERSECTION	AM PEAK HOUR DELAY – LOS	PM PEAK HOUR DELAY - LOS
1	Newport Blvd. SB Ramps/W. Coast Hwy.	24.2 – C	24.2 – C
2	Riverside Ave./W. Coast Hwy.	12.9 – B	16.9 – B
3	Tustin Ave./W. Coast Hwy.	3.8 – A	6.6 – A
4	Balboa Bay Dwy./W. Coast Hwy.	5.0 – A	5.7 – A
5	Dover Dr./W. Coast Hwy.	21.3 – C	24.6 – C
6	Bayside Dr./E. Coast Hwy.	14.3 – B	15.3 – B
7	Jamboree Rd./E. Coast Hwy.	29.1 – C	32.8 – C

Note: SB = southbound
Source: RBF Consulting, *OCC Maritime Training Center Traffic Impact Analysis*, September 20, 2010.

As shown in *Table 4.16-11*, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast cumulative without project conditions.

State Highway Forecast Cumulative With Project Conditions

Table 4.16-12, *State Highway Forecast Cumulative With Project Conditions AM and PM Peak Hour Intersection Level of Service* summarizes forecast cumulative with project conditions AM peak hour and PM peak hour LOS of the State Highway study intersections.

Table 4.16-12
State Highway Forecast Cumulative With Project Conditions
AM & PM Peak Hour Intersection Level of Service

INTERSECTION NUMBER	STUDY INTERSECTION	FORECAST CUMULATIVE WITHOUT PROJECT CONDITIONS		FORECAST CUMULATIVE WITH PROJECT CONDITIONS		SIGNIFICANT IMPACT?
		AM PEAK HOUR DELAY – LOS	PM PEAK HOUR DELAY – LOS	AM PEAK HOUR DELAY – LOS	PM PEAK HOUR DELAY - LOS	
1	Newport Blvd. SB Ramps/W. Coast Hwy.	24.2 – C	24.2 – C	24.3 – C	24.2 – C	No
2	Riverside Ave./W. Coast Hwy.	12.9 – B	16.9 – B	12.9 – B	17.0 – B	No
3	Tustin Ave./W. Coast Hwy.	3.8 – A	6.6 – A	3.8 – A	6.6 – A	No
4	Balboa Bay Dwy./W. Coast Hwy.	5.0 – A	5.7 – A	5.0 – A	5.8 – A	No
5	Dover Dr./W. Coast Hwy.	21.3 – C	24.6 – C	21.3 – C	24.6 – C	No
6	Bayside Dr./E. Coast Hwy.	14.3 – B	15.3 – B	14.2 – B	15.3 – B	No
7	Jamboree Rd./E. Coast Hwy.	29.1 – C	32.8 – C	29.1 – C	32.9 – C	No

Note: SB = southbound
Source: RBF Consulting, *OCC Maritime Training Center Traffic Impact Analysis*, September 20, 2010.

As shown in *Table 4.6-12*, with the addition of project-generated trips, the State Highway study intersections are forecast to operate at an acceptable LOS (LOS C or better) according to Caltrans performance criteria for forecast cumulative with project conditions.

As also shown in *Table 4.6-12*, the addition of project-generated trips is forecast to result in no significant impacts at the State Highway study intersections for forecast cumulative with project conditions.

Construction Traffic Analysis

Construction of the proposed project is anticipated to occur during 2012 to 2013. This assessment quantifies the projected construction-related traffic and assesses the likelihood of its potential impacts during the approximate 18-month construction period.

Temporary Construction Effects

The existing roadway configuration along West Coast Highway in the vicinity of the proposed project site has been altered as a result of the ongoing OCSD RPPS construction process (anticipated to be complete in June 2011). Upon completion of construction of the RPPS, the pavement delineation will be restored to its permanent condition. In the vicinity of the project site, this West Coast Highway delineation is expected to consist of two 11-foot through lanes, an 11-foot parking lane, and an 8-foot sidewalk in the eastbound direction. Westbound traffic will be separated from eastbound traffic by a 12-foot two-way left turn lane and will provide one 12-foot through lane, one 28-foot through lane and a 7-foot sidewalk. Thus, it is assumed that this delineation would be the existing condition when the proposed pedestrian overcrossing bridge is constructed (anticipated to occur in 2012). Staging of traffic would be required along West Coast Highway to maintain existing lanes while bridge footings and supports are constructed.

Bridge construction would occur in two stages, with the north footing/support being constructed first and the south footing/support constructed second. During the first stage, the north footing/support would be constructed with set-up of the drill rig on the existing Maritime Training Center site on the north side of West Coast Highway. The north sidewalk would be reduced to a five-foot width and K-rail placed between pedestrians and the construction area. Construction of the north elevator, stairway, and landing could be completed at this time also or following completion of the footings and erection of the steel truss.

The second phase of bridge construction (south footing/support) would require placement of a drill rig within the existing West Coast Highway travel way. The drilling equipment would require approximately 35 feet of temporary disturbance area within West Coast Highway from the centerline of the column. Thus, a temporary reconfiguration of lanes along West Coast Highway would be necessary to provide for access and operation of construction equipment. This configuration is expected to include two 12-foot through lanes, a 2-foot right shoulder, and a 5-foot sidewalk in the westbound direction, and two 12-foot through lanes, a 2-foot right shoulder, and a 5-foot sidewalk will be provided in the eastbound direction. Eastbound and westbound travel ways will be separated by a one-foot painted median.

On-site assembly of the truss and crane staging for the erection of the bridge truss would be accommodated on the proposed Maritime Training Center site on the inland side of West Coast Highway. A nighttime closure of West Coast Highway to allow placement of the truss on the completed columns would be required.

Construction-Related Trips

The maximum number of construction worker trips per day is expected to be 20 trips. This assessment conservatively assumes 10 inbound AM peak hour trips since the typical construction schedule calls for employees to arrive at the project construction site by 7:00 AM, which precedes the AM peak hour; the typical construction schedule also calls for employees to leave the project construction site between 3:00 and 3:30 PM which precedes the PM peak hour. Because the construction workers commute to and from the project construction site outside of the AM and PM peak hours, the potential impact of the construction employee trips is negligible.

The trip generation of other construction vehicles is generally related to delivery vehicle trips, which would occur on a random basis throughout the site's construction hours. On a typical daily basis, such trips could overlap the AM peak hour of the roadways. However, given the conclusion that even with the addition of background traffic projections and full project occupancy (which is more than twice the amount of construction-generated trips) and no significant impacts were identified within the study area, the same conclusion can be anticipated during construction. Also, since construction is actually two years earlier than the TPO analysis of year 2014 and therefore includes extra traffic due to application of the one percent annual growth rate, it can be concluded that applicable capacity criteria would not be exceeded due to consideration of the construction vehicle operation.

Conclusion

Although the project would require a temporary reconfiguration of the pavement delineation along West Coast Highway and an overnight closure of traffic for bridge truss installation, any such lane reconfiguration of closure would be subject to a Traffic Management Plan (TMP) and construction detour plan to be developed in consultation with Caltrans and the City of Newport Beach. The construction detour plan and TMP would be prepared as part of final plans, specifications, and estimates (PS&E). In addition, based on the negligible number of construction-related trips anticipated to occur as part of the project, it is not expected that the any applicable roadway capacity criteria would be exceeded during the temporary construction process. Upon implementation of Mitigation Measure HAZ-3 (preparation of a TMP), impacts in this regard would be less than significant.

PEDESTRIAN BRIDGE

The proposed pedestrian bridge over West Coast Highway would support activities at the proposed Maritime Training Center. The proposed pedestrian bridge itself would not have the capacity to generate vehicle trips. Refer to the analysis above for the Maritime Training Center, which considers potential traffic impacts associated with the project as a whole (including short-term construction impacts). Thus, impacts related to the bridge would be less than significant.

Mitigation Measures: No mitigation is required.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact.

MARITIME TRAINING CENTER

The *CMP* is intended to reduce traffic congestion and provide a mechanism for coordinating land use and development decisions throughout Orange County. The *CMP* states that if a project generating 1,600 or more trips/day will directly access, or is in close proximity to, a *CMP* Highway System link, a

CMP traffic impact analysis is required. The proposed project is forecast to generate 212 trips per day; therefore, no *CMP* traffic impact analysis is required for the proposed Maritime Training Center, and no impacts would occur in this regard.

PEDESTRIAN BRIDGE

As a facility that would facilitate safe and convenient access over West Coast Highway, the proposed pedestrian bridge would not generate any traffic beyond the 212 trips per day identified above. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact.

MARITIME TRAINING CENTER

The nearest airport to the project site is the John Wayne Airport, located approximately four miles to the northeast. Due to distance, it is anticipated that implementation of the proposed project would not result in any change in air traffic patterns or levels. Therefore, no impact would occur.

PEDESTRIAN BRIDGE

As stated above, the nearest airport to the project site is the John Wayne Airport, located approximately four miles to the northeast. Due to distance, it is anticipated that implementation of the proposed project would not result in any change in air traffic patterns or levels. Therefore, no impact would occur.

Mitigation Measures: No mitigation is required.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

The proposed Maritime Training Center would be located along the northern side of West Coast Highway, which was previously developed with commercial/retail uses. Access to the site would be provided via two driveways along West Coast Highway. Given the scale and location of the proposed Maritime Training Center, the proposed project would not include any dangerous design features, curves, or intersections. The facility would not involve the construction of any incompatible uses or use of dangerous equipment. In addition, construction of the proposed Maritime Training Center would not affect traffic along West Coast Highway since curb, gutter, and sidewalk improvements would be performed as part of the OCSD's RPSS project. Impacts in this regard would be less than significant.

PEDESTRIAN BRIDGE

During the short-term construction process for the pedestrian bridge, temporary lane closures along both sides of West Coast Highway would be required in order to construct the bridge footings. The bridge footings would be installed adjacent to (but outside of) Caltrans right-of-way. As part of the construction process, the CCCD would be required to obtain an encroachment permit from Caltrans for

construction activities affecting West Coast Highway. In addition, Mitigation Measure HAZ-3 would require that the CCCD prepare a Traffic Management Plan (TMP) to minimize potential traffic hazards related to bridge construction. The TMP would require that adequate lane closure signage is provided and that heavy equipment access to the site is properly controlled. In addition, any impacts associated with the construction process would be short-term in nature and would cease upon completion of the project. Thus, short-term construction related impacts as part of the pedestrian bridge would be less than significant upon implementation of Mitigation Measure HAZ-3.

During long-term operations, the proposed pedestrian bridge would provide a safe, convenient pedestrian connection between both sides of West Coast Highway. The bridge would be designed in accordance with Caltrans standards and would result in a beneficial impact to pedestrian safety. Thus, long-term operational impacts would not occur.

Mitigation Measures:

MARITIME TRAINING CENTER

No mitigation is required.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure HAZ-3. No additional mitigation is required.

e) Result in inadequate emergency access?

Less Than Significant Impact With Mitigation Incorporated.

MARITIME TRAINING CENTER

As stated above in Response 4.16(d), access to the Maritime Training Center site would be provided via two driveways along West Coast Highway. Driveways and fire lanes would be required to meet standards imposed by the Newport Beach Fire Department. In addition, construction of the proposed Maritime Training Center would not affect traffic along West Coast Highway since curb, gutter, and sidewalk improvements would be performed as part of the OCSD's RPSS project. Upon adherence to Fire Department requirements, impacts are anticipated to be less than significant.

PEDESTRIAN BRIDGE

As stated above in Response 4.16(d), the short-term construction process for the proposed pedestrian bridge would require temporary lane closures along both sides of West Coast Highway. Traffic delays created by the proposed project could result in potential impacts related to emergency access. However, Mitigation Measure HAZ-3 would require that the CCCD prepare a TMP to minimize potential emergency access issues related to bridge construction. The TMP would require that adequate lane closure signage is provided and that heavy equipment access to the site is properly controlled. In addition, any impacts associated with the construction process would be short-term in nature and would cease upon completion of the proposed project. Thus, short-term construction related impacts as part of the proposed pedestrian bridge would be less than significant upon implementation of Mitigation Measure HAZ-3.

During long-term operations, the proposed pedestrian bridge would not affect emergency access along West Coast Highway, since it would provide an elevated connection between the proposed Maritime Training Center and the existing OCC SSS. Long-term operational impacts would not occur.

Mitigation Measures:

MARITIME TRAINING CENTER

No mitigation is required.

PEDESTRIAN BRIDGE

Refer to Mitigation Measure HAZ-3. No additional mitigation is required.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact.

MARITIME TRAINING CENTER

As stated above in Response 4.16(a), the proposed Maritime Training Center would not result in substantive long-term operational traffic. The facility does not include any components that would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, and it would not otherwise decrease the performance or safety of such facilities. Thus, no impacts would occur.

PEDESTRIAN BRIDGE

Implementation of the proposed pedestrian bridge would result in a beneficial impact since it would provide for a safe, convenient, publicly-accessible crossing over West Coast Highway. The bridge does not include any components that would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, and it would not otherwise decrease the performance or safety of such facilities. Thus, no impacts would occur.

Mitigation Measures: No mitigation is required.

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4.17 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			✓	
h. Would the project include a new or retrofitted storm water treatment control Best Management Practice (BMP) (e.g. water quality treatment basin, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors and odors)?				✓

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact.

MARITIME TRAINING CENTER

Wastewater collection within the site vicinity is provided by the City of Newport Beach, while wastewater treatment is provided by the Orange County Sanitation District (OCSD). The OCSD is responsible for safely collecting, treating, and disposing the wastewater generated by users in its service area, which include most areas within central and northwest Orange County. The two sewage water treatment plants operated by the OSCD include Treatment Plant No. 2 in Huntington Beach and Reclamation Plant No. 1 in Fountain Valley. The majority of the City's sewage flow, including the site vicinity, is pumped to the OCSD Plant No. 2.[36] Treatment Plant No. 2 maintains a design capacity of 276 MGD and receives an estimated average flow of 129 MGD.[37] Thus, Treatment Plant No. 2 has approximately 53 percent capacity remaining.

[36] EIP Associates, *City of Newport Beach General Plan Final EIR*, July 2006.
[37] Orange County Sanitation District website, www.ocsd.com/civica/filebank/blobdload.asp?BlobID=1700, accessed July 8, 2010.

The OCSD is responsible for meeting all State and Federal wastewater treatment requirements. As part of any new development project, the OCSD would charge a standard sewer connection fee that would assist OCSD in ensuring that sufficient capacity is available and that the wastewater treatment requirements of the Santa Ana RWQCB are met. In addition, the proposed Maritime Training Center is intended to serve as an expanded space to continue with its existing curriculum, rather than a facility that would spur substantial additional usage. Thus, impacts in this regard would be less than significant.

PEDESTRIAN BRIDGE

The proposed pedestrian bridge would support operations at the proposed Maritime Training Center and would not have the capacity to generate wastewater. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact.

MARITIME TRAINING CENTER

The Maritime Training Center site was previously developed with commercial/retail uses. Both water and wastewater infrastructure currently exist within West Coast Highway, and only minor ancillary connections would be required to serve the proposed facility. Given the scope and nature of the facility, it is not anticipated that any water or wastewater facilities would be required to serve the project that would result in a significant environmental effect. As stated above in Response 4.17(a), OCSD has adequate capacity to accommodate the Maritime Training Center and new wastewater treatment facilities would not be required. Refer to Response 4.17(d), below, for a discussion of water infrastructure. Impacts in this regard would be less than significant.

PEDESTRIAN BRIDGE

The proposed pedestrian bridge would support operations at the proposed Maritime Training Center and would not have the capacity to increase demand for water or wastewater facilities. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact.

MARITIME TRAINING CENTER

The proposed Maritime Training Center site is completely disturbed. Historically, the site has been developed and primarily consisted of impervious surfaces; however, the OCSD is currently using the site as a construction staging area for their RPPS project. The proposed facility would be equipped with an on-site stormwater drainage system that would direct stormwater to existing regional drainage facilities within West Coast Highway. In addition, as stated in Response 4.9(a), the project would include various Best Management Practices (BMPs) to minimize potential water quality impacts. These

BMPs would result in a long-term beneficial impact, and the construction of these facilities is not anticipated to result in significant environmental effects.

PEDESTRIAN BRIDGE

The proposed pedestrian bridge would support operations at the proposed Maritime Training Center and would not have the capacity to result in a substantial increase in stormwater runoff. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact.

MARITIME TRAINING CENTER

Water service to the project area is provided by the City of Newport Beach, and existing City distribution facilities are located within West Coast Highway. Approximately 75 percent of the City's water supply is composed of groundwater from the Orange County Groundwater Basin, while the remainder is imported water from the Metropolitan Water District of Southern California (MWD). Based on water supply and demand projections contained in the City's *2005 Urban Water Management Plan* (*UWMP*), the City has adequate water supply for its service area through 2030; refer to *Table 4.17-1*, *UWMP Water Supply and Demand*.

Table 4.17-1
UWMP Water Supply and Demand

SOURCE	2005(AF)	2010 (AF)	2015 (AF)	2020 (AF)	2025 (AF)	2030 (AF)
MWDOC	6,404	5,758	6,157	6,362	6,226	6,256
OCWD	11,927	13,590	14,921	14,778	14,990	14,960
Recycled Water	317	444	478	500	500	500
TOTAL	**18,648**	**19,792**	**21,556**	**21,640**	**21,716**	**21,716**
DEMAND	**18,648**	**19,792**	**21,556**	**21,640**	**21,716**	**21,716**

MWDOC = Municipal Water District of Orange County
OCWD = Orange County Water District
AF = acre feet
Source: Brown and Caldwell, *City of Newport Beach Urban Water Management Plan*, December 2005.

As shown above in *Table 4.17-1*, the City is anticipated to have adequate water supplies for growth and development through 2030, and would be able to accommodate the proposed Maritime Training Center. In addition, the proposed Maritime Training Center is intended to serve as an expanded space to continue with its existing curriculum, rather than a facility that would spur substantial additional usage and water consumption. Thus, impacts in this regard would be less than significant.

PEDESTRIAN BRIDGE

The proposed pedestrian bridge would support operations at the proposed Maritime Training Center and would not have the capacity to increase consumption of water. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

e) ***Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

Less Than Significant Impact.

MARITIME TRAINING CENTER

Refer to Responses 4.17(a) and 4.17(b), above. The OCSD is anticipated to have adequate capacity to accommodate the proposed Maritime Training Center. Impacts would be less than significant.

PEDESTRIAN BRIDGE

The proposed pedestrian bridge would support operations at the proposed Maritime Training Center and would not have the capacity to increase the generation of wastewater. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

f) ***Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

Less Than Significant Impact.

MARITIME TRAINING CENTER

The proposed Maritime Training Center may result in an increase in solid waste generation beyond existing conditions. The majority of commercial solid waste generated in the City is collected by private waste haulers and transported to a City-owned transfer station. Refuse is consolidated and transported to a materials recovery facility where recyclable materials are sorted from refuse by machines and other methods. The remaining solid waste is then taken to the Frank R. Bowerman Sanitary Landfill within the City of Irvine.[38]

The Frank R. Bowerman Landfill has a total permitted capacity of 127,000,000 cubic yards, and an estimated remaining capacity of 59,411,872 cubic yards (46.8 percent remaining).[39] Analysis provided within the City's *General Plan EIR* (which was performed before a recent expansion of the Frank R. Bowerman Landfill), found that development occurring under the *General Plan* would not exceed capacity of the landfill. The *General Plan EIR* concluded that solid waste generated within the City would represent approximately 0.68 percent of the amount of waste the landfill is permitted to accept on an annual basis. Given the scale of the proposed facility and that is intended to serve as an expanded space to continue with its existing operations plus a minimal number of new classes/seminars, impacts in regards to solid waste generation would be less than significant.

PEDESTRIAN BRIDGE

The proposed pedestrian bridge would support operations at the proposed Maritime Training Center and would not have the capacity to increase the generation of solid waste. Thus, no impacts would occur in this regard.

[38] EIP Associates, *City of Newport Beach General Plan Final EIR*, July 2006.
[39] CalRecycle website, http://www.calrecycle.ca.gov/profiles/Facility/Landfill/LFProfile1.asp?COID=30&FACID=30-AB-0360, accessed July 8, 2010.

Mitigation Measures: No mitigation is required.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact.

MARITIME TRAINING CENTER

The proposed Maritime Training Center would comply with all Federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act and City recycling programs. No impacts would occur in this regard.

PEDESTRIAN BRIDGE

The proposed pedestrian bridge would support operations at the proposed Maritime Training Center and would not have the capacity to increase the generation of solid waste. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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4.18 MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓		
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

a) ***Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Less Than Significant Impact With Mitigation Incorporated. As shown within Section 4.4, Biological Resources, the proposed project does not have the potential to result in impacts to plant or animal species due to the developed and urbanized nature of the project area.

As described within Section 4.5, Cultural Resources, there is a potential to encounter paleontological resources in the project area. Thus, Mitigation Measure CUL-2 has been provided to minimize impacts to less than significant levels. In addition, in the anticipated event archaeological resources or human remains are encountered during construction, Mitigation Measures CUL-1 and CUL-3 would be required and impacts would be less than significant. With implementation of recommended mitigation, the project is not anticipated to eliminate important examples of the major periods of California history or prehistory. Impacts in this regard would be less than significant.

b) ***Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?***

Less Than Significant Impact With Mitigation Incorporated. The proposed project would implement an educational facility and a pedestrian bridge to provide connectivity to the existing OCC SSS. The proposed project would not result in the construction of any new housing or other uses that are expected to result in substantial population growth. Information regarding cumulative projects in the

City of Newport Beach was obtained through City staff. The City identified a total of 28 projects that are either approved but not yet constructed, or considered a foreseeable development:

- 1401 Dove Street;
- 2300 Newport Boulevard;
- 328 Old Newport Medical Office.
- Aerie;
- Banning Ranch;
- Conexant/Koll Conceptual Plan;
- Coast Community College District;
- Corporate Plaza West Phase;
- Ciosa-Irvine Project;
- Fashion Island Expansion;
- Hoag Health Center;
- Hoag Hospital Phase II;
- Marina Park;
- Mariner's Medical Arts;
- Mariner's Mile Gateway;
- Newport Beach City Hall; and
- Newport Beach Country Club;
- Newport Coast.
- Newport Dunes;
- Newport Executive Court;
- North Newport Center;
- Pres Office Building;
- OLQA Church Expansion;
- Santa Barbara Condo;
- St. Marks Presbyterian Church;
- Sunset Ridge Park;
- Temple Bat Yahm Expansion;
- WPI-Newport, LLC.

There would be no impact that would be individually limited, but cumulatively considerable beyond those previously analyzed within the City's *General Plan EIR*, for the environmental issues analyzed within this Initial Study. As indicated throughout Section 4.0, Environmental Analysis, impacts as a result of the proposed project would be less than significant with implementation of recommended mitigation measures. Therefore, the proposed project would result in less than significant impacts in this regard.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study reviewed the proposed project's potential impacts related to aesthetics, air pollution, noise, hazards and hazardous materials, traffic, and other issues. As concluded in these previous discussions, the proposed project would result in less than significant environmental impacts with implementation of the recommended mitigation measures. Therefore, the proposed project would not result in environmental impacts that would cause substantial adverse effects on human beings.

4.19 REFERENCES

The following references were utilized during preparation of this Initial Study/Environmental Checklist. These documents are available for review at the CCCD's District Office located at 1370 Adams Avenue, Costa Mesa, CA 92626 and/or the City of Newport Beach Planning Department located at 3300 Newport Boulevard, Newport Beach, CA 92663.

1. BonTerra Consulting, Phase I Cultural Resources Assessment, Orange Coast College Maritime Training Center Project, June 2010.

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3. California Department of Conservation Farmland Mapping and Monitoring Program, Orange County Important Farmland 2008 Map, published August 2009.

4. California Department of Transportation website, http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, accessed June 2010.

5. California Energy Commission, Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2006, 2006, http://www.energy.ca.gov/2006publications/CEC 600 2006 013/CEC 600 2006 013 SF.PDF.

6. California Energy Commission, Water Energy Use in California, accessed June 2010.

7. California Environmental Quality Act, 1970, as amended, Public Resources Code Sections 21000-21178, http://ceres.ca.gov/ceqa/.

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10. CalRecycle website, http://www.calrecycle.ca.gov/profiles/Facility/Landfill/LFProfile1.asp?COID=30&FACID=30-AB-0360, accessed July 8, 2010.

11. City of Newport Beach, Zoning Ordinance.

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14. Environmental Science Associates, Rocky Point Pump Station Environmental Impact Report, May 27, 2004.

15. Federal Emergency Management Agency, Flood Insurance Rate Map #06059C0381J, revised December 3, 2009.

16. Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006, http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_ Manual.pdf.

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21. RBF Consulting, OCC Maritime Training Center Traffic Impact Analysis, September 20, 2010.

22. RBF Consulting, Public Works Infrastructure Improvements Project; Hazardous Materials Technical Memorandum, May 21, 2010.

23. South California Air Quality Management District, Air Quality Management Plan for the South Coast Air Basin, 2007, http://www.aqmd.gov/aqmp/07aqmp/07AQMP.html.

24. South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993, http://www.aqmd.gov/ceqa/hdbk.html.

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26. United States Department of Agriculture, Natural Resources Conservation Service, Soil Survey of Orange County and Western Riverside County, California, September 1978.

27. United States Department of Housing and Urban Development, The Noise Guidebook, undated.

28. United States Energy Information Administration, Domestic Electricity Emissions Factors 1999-2002.

29. United States Environmental Protection Agency, Noise Effects Handbook – A Desk Reference to Health and Welfare Effects of Noise, October 1979, revised July 1981, http://www.nonoise.org/library/handbook/handbook.htm.

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5.0 INVENTORY OF MITIGATION MEASURES

Aesthetics

AES-1 Construction equipment staging areas shall be located, to the greatest extent feasible, away from surrounding sensitive receptors in order to minimize public views to equipment. Appropriate screening (i.e., temporary fencing with opaque material) shall be utilized to shield views of construction equipment and material. Compliance with this measure shall be subject to periodic field inspection by the Coast Community College District.

AES-2 Prior to occupancy of the Maritime Training Center, all on-site lighting shall be shielded and confined within site boundaries. Light spill-off shall not be permitted onto public streets or adjacent properties or create a public nuisance. "Wal-Pak" types of lighting fixtures shall not be utilized on-site, and parking lighting shall be shielded for zero glare spill-off. All such light fixtures shall be noted on project plans.

AES-3 The building plans (to be approved by the California Division of the State Architect and the California Department of Transportation) shall depict that no light shall be affixed to the pedestrian bridge that would cause rays to be directed onto West Coast Highway, and that bridge lighting shall have a cutoff of 90 degrees or less to contain nighttime glare.

Air Quality

AQ-1 During demolition, hauling, or other construction operations, excessive fugitive dust emissions shall be controlled by regular water or other dust preventive measures using the following procedures, as specified in the SCAQMD Rule 403.

- Limit on-site vehicle speed to 15 miles per hour.
- Water material excavated or graded sufficiently to prevent excessive amounts of dust. Water three times daily with complete coverage, preferably in the late morning and after work is done for the day.
- Water or securely cover material transported on-site or off-site sufficiently to prevent generating excessive amounts of dust.
- Minimize area disturbed by clearing, grading, earth moving, or excavation operations so as to prevent generating excessive amounts of dust.
- Indicate these control techniques in project specifications. Compliance with the measure will be subject to periodic site inspections by the City.
- Prevent visible dust from the project from emanating beyond the property line, to the maximum extent feasible.
- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- Trucks transporting soil, sand, cut or fill materials, and/or construction debris to or from the site must be tarped from the point of origin.

AQ-2 Ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the Coast Community College District. Compliance

with this measure shall be subject to periodic inspections of construction equipment vehicles by the Coast Community College District and included in construction bid documents.

AQ-3 All trucks that are to haul material shall comply with California Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. This provision shall be provided in construction bid documents.

Cultural Resources

CUL-1 In the event buried cultural resources are discovered during grading activities, an Orange County-certified archaeologist shall be retained to evaluate the discovery prior to resuming grading in the immediate vicinity of the find. If warranted, the archaeologist shall collect the resource, and prepare a technical report describing the results of the investigation. The test-level report shall evaluate the site including discussion of significance (depth, nature, condition and extent of the resources), final mitigation recommendations, and cost estimates. The Coast Community College District shall prepare excavated materials to the point of identification, and shall offer excavated finds for curatorial purposes to the County of Orange, or its designee, on a first refusal basis. The Coast Community College District shall pay curatorial fees if an applicable fee program has been adopted by the County's Board of Supervisors, and such fee program is in effect at the time of presentation of the materials to the County of Orange or its designee.

CUL-2 Prior to the issuance of any grading permit, the Coast Community College District shall provide written evidence to the City of Newport Beach Planning and Building Departments that is has retained an Orange County-certified paleontologist to observe grading activities and salvage and catalogue fossils as determined necessary by the project paleontologist. The paleontologist shall be present at the pre-grade conference, shall establish procedures for paleontological resource surveillance, and shall establish, in cooperation with the Coast Community College District, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of the fossils. If the paleontological resources are discovered and found to be significant, the paleontologist shall determine appropriate actions, in cooperation with the Coast Community College District, which ensure proper exploration and/or salvage. Prior to the release of the grading bond the Coast Community College District shall submit the paleontologist's follow-up report for approval. The report shall include the period of inspection, a catalogue and analysis of the fossils found, and the present repository of the fossils. The Coast Community College District shall prepare excavated material to the point of identification and shall offer excavated finds for curatorial purposes to the County of Orange, or its designee, on a first refusal basis. The Coast Community College District shall pay curatorial fees if an applicable fee program has been adopted by the County's Board of Supervisors, and such fee program is in effect at the time of presentation of the materials to the County of Orange or its designee.

CUL-3 In the event human remains are found during construction, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are or believed to be Native American, the County Coroner shall notify the Native American Heritage Commission in Sacramento within 48 hours. In accordance with Section 5097.98 of the *California Public*

Resources Code, the NAHC must immediately notify those persons it believes to be the most likely descended from the deceased Native American. The descendents shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

Geology and Soils

GEO-1 Prior to approval of structural plans, the Coast Community College District shall ensure that the proposed Maritime Training Center and associated pedestrian bridge meet the seismic design parameters identified in the latest version of the California Building Code.

GEO-2 Prior to plan approval, the Coast Community College District shall ensure that design and construction recommendations related to the northerly building retaining wall of the Maritime Training Center are denoted on construction plans. These recommendations shall include, but not be limited to the following:

- Prior to demolition of the existing retaining wall along the northern site boundary, braced soldier piles or other suitable systems shall be utilized to stabilize the slope to ensure that slope failure does not occur; and
- Permanent compacted fill slopes shall be no steeper than 2 to 1 (horizontal to vertical) and shall be covered by vegetation to reduce surface erosion.

GEO-3 Prior to grading plan approval, the Coast Community College District shall ensure that the project complies with Chapter 15.10, *Excavation and Grading Code*, of the *City of Newport Beach Municipal Code*. Water quality features intended to reduce construction-related erosion impacts shall be clearly denoted on the grading plans for implementation by the construction contractor.

Hazards and Hazardous Materials

HAZ-1 During construction, the construction contractor shall ensure that methane and hydrogen sulfide levels are monitored with an appropriate device throughout the project area to ensure that methane and hydrogen sulfide levels do not increase or create odors, or expose workers to risk of explosion or health effects.

HAZ-2 Prior to the issuance of grading permits, the Coast Community College District shall submit a plan, prepared by a licensed consulting geologist or other qualified consultant, to test building site soils for the presence of methane gas, or commit to test in conformance with any standard plans and specifications adopted by the City Fire Chief and/or Building Department Director (consistent with the *City of Newport Beach Municipal Code*).

Soils shall be tested in accordance with the approved plan. In the event testing reveals methane gas in excess of 1.25 percent by volume at ambient pressure and temperature (lower explosive limit), a mitigation plan (prepared by a licensed geologist or other qualified consultant) shall be submitted for approval by the City Fire Chief and/or Building Department Director. Mitigation shall be accomplished by flared vent systems, underground collection systems, or other proven systems, devices, or techniques. Mitigation shall be designed to reduce the level of methane gas in the Maritime Training Center to less than 25 percent of the lower explosive limit. In the event the measures specified in the mitigation plan do not reduce the level of methane gas below 25 percent of the lower explosive limit, the mitigation plan shall be modified to include additional

measures, and those measures shall be implemented within 30 days after approval of the amended plan.

An isolation barrier shall be installed, consisting of a continuous, flexible, permanent, and nongas permeable barrier beneath the Maritime Training Center foundation and floors at ground level. Barrier penetrations shall be secured with a gas-tight seal.

HAZ-3 Prior to construction, the Coast Community College District shall prepare a Traffic Management Plan (TMP) to address traffic and safety concerns resulting from any lane closure(s) along West Coast Highway. At a minimum, the TMP shall include measures to accomplish the following:

- In compliance with Chapter 12.32.010 of the City's *Municipal Code*, haul trucks and other construction equipment weighing over three tons shall only utilize designated truck routes except when necessary to traverse another street to a destination for the purpose of loading or unloading, but then only by such deviation from the nearest truck route as is reasonably necessary;
- Clearly denote lane closures, traffic rerouting, and signage to alert travelers of such closures;
- Ensure vehicular and emergency access to the project area is maintained during construction; and
- Construction equipment traffic shall be controlled by a flagperson.

The TMP shall be subject to review and approval by the California Department of Transportation and the City of Newport Beach.

Hydrology and Water Quality

HYD-1 Prior to issuance of a grading permit, the Coast Community College District shall prepare a Water Quality Management Plan for the proposed project that shall identify structural and/or non-structural Best Management Practices for minimizing water quality impacts. The Water Quality Management Plan shall identify entities responsible for the funding and long-term maintenance/inspection of all Best Management Practices. The Water Quality Management Plan shall be subject to approval by the City of Newport Beach.

Noise

N-1 To minimize short-term construction noise impacts on surrounding uses, the following measures shall be implemented. These measures shall be included in either a construction management plan or noted on construction plans to be approved by the Coast Community College District.

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;
- Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible;

- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors;
- Operate earthmoving equipment on the construction site, as far away from vibration sensitive sites as possible; and
- A project sign shall be shall be clearly posted at the primary construction entrance, as an information resource for surrounding property owners and residents. The sign shall include the following minimum project information: project name, general contractor, normal construction hours, normal workdays, and local telephone number of the Job Superintendent. If the Coast Community College District, City, or the Job Superintendent receives a complaint, the Superintendent shall investigate, take appropriate corrective action, and report the action taken to the Coast Community College District.

N-2 Mechanical equipment shall be placed as far away as practicable from sensitive receptors. Additionally, the following shall be considered prior to HVAC installation: proper selection and sizing of equipment, installation of equipment with proper acoustical shielding, and incorporating the use of parapets into the building design.

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6.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the Coast Community College District prepare a mitigated negative declaration for the Orange Coast College Maritime Training Center Project. We find that the proposed project could have a significant effect on a number of environmental issues, but that mitigation measures have been identified that reduce such impacts to a less than significant level. We recommend that the second category be selected for the Coast Community College District's determination (See Section 7.0, Lead Agency Determination).

September 2010
Date

Collette L. Morse, AICP, Project Manager
RBF Consulting

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7.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that the proposed use COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	—
I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 5.0 have been added. A MITIGATED NEGATIVE DECLARATION will be prepared.	✓
I find that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	—
I find that the proposal MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	—

Signature:

Title:	Acting Chancellor
Printed Name:	Dr. Ding-Jo H. Currie
Agency:	Coast Community College District
Date:	September 2010

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