



**CITY OF NEWPORT BEACH
ENVIRONMENTAL QUALITY AFFAIRS
COMMITTEE**

AGENDA

DATE/TIME: Monday, January 10, 2005 7:00 p.m.

**SPECIAL Fire Department Conference Room
LOCATION City Hall, Building D, 2nd Floor
3300 Newport Blvd**

Roll Call

1. Minutes of December 20, 2004 (minutes attached)
2. Subcommittee report and discussion of comments on Draft EIR for Newport Lexus project, 3901, 3931, 3961 MacArthur Blvd. and 848, 888 Dove Street
3. Subcommittee report and discussion of comments on Draft EIR for Replacement of Newport Trunk Sewer and Force Mains, Orange County Sanitation District
4. Report from EQAC Representative to GPUC
5. Report from EQAC Members on GPAC
6. Economic Development Committee (EDC) Representative's Report
7. Council Member Reports
8. Report from staff on current projects
9. Public Comments
10. Future Agenda Items
11. Adjournment

NEXT MEETING DATE: February 28, 2005

*Attachments can be found on the City's website <http://www.city.newport-beach.ca.us>, once there, click on **City Council**, then scroll to and click on **Agendas and Minutes** then scroll to and click on **Environmental Quality Affairs**. If attachment is not on the web page, it is also available in the City of Newport Beach Planning Department, 3300 Newport Boulevard, Building C, 2nd Floor.



CITY OF NEWPORT BEACH ENVIRONMENTAL QUALITY AFFAIRS COMMITTEE

DRAFT Minutes 12-20-04

Minutes of the Environmental Quality Affairs Citizens Advisory Committee held at the City of Newport Beach Police Department Auditorium, 870 Santa Barbara Drive, on December 20, 2004.

Members Present

Cris Trapp, Acting Chairperson
Steven Bromberg, Mayor
Richard Nichols, Council Member
Mike Browning
Brent Cooper
Laura Dietz
Kenneth Drellishak
Ray Halowski

Carol Hoffman
Phillip Lugar
Dolores Otting
Jeannette Thomas
Merritt Van Sant
Christopher Welsh
Matt Wiley
Sandra Haskell

Staff Present

Sharon Wood, Assistant City Manager

Guests Present

Robert Hawkins
Sandy Nichols

Casey Griffin, Wilson Auto Group
James Herberg, OCSD

Members not present

Kristine Adams – Excused
Tom Hyans –sick leave
Walter Lazicki – Excused
Jennifer Winn – Excused

Barbara Thibault
Gus Chabre
Thomas Eastmond
Barry Allen

Chairperson Trapp called the meeting to order at 7:15 pm

1. Minutes of October 18, 2004

Motion: Ray Halowski to approve minutes

Seconded: Sandra Haskell

Motion passes unanimously.

2. New member introduction

Mike Browning and Jeannette Thomas were introduced and welcomed to the Committee.

Chairperson Trapp made a presentation to Robert Hawkins, former EQAC Chairperson.

3. Presentation on Newport Lexus project at 3901, 3931, & 3961 MacArthur Boulevard and 848 & 888 Dove Street

Guest Casey Griffin provided a project overview. A question and answer session with committee members followed.

4. Presentation on Replacement of Newport Trunk Sewer and Force Mains – Orange County Sanitation District

Guest James Herberg explained the project and offered alternatives. A question and answer session with committee members followed.

5. Report from EQAC Representative to GPUC

Chairperson Trapp reported on the meeting of November 15, 2004.

6. Report from EQAC Members on GPAC

Phillip Lugar reported on the meeting of December 13, 2004.

7. Economic Development Committee (EDC) Representative's Report

Chairperson Trapp reported on the meeting of November 17, 2004.

8. Council Member Reports

Mayor Bromberg announced that he will appoint his replacement, after having served four years on the Committee.

9. Report from staff on current projects

Sharon Wood reported on the status of the following projects:

- St. Andrew's Presbyterian Church
- Irvine Business Complex (IBC)
- Hoag Hospital
- Lennar residential development of 79 dwelling units
- Marriott Fashion Island
- Brookfield Homes development of 86 dwelling units in the Airport area

10. Consideration of meeting dates in January and February 2005

Dates of January 10 and February 28 confirmed.

11. Public Comment – None

12. Future Agenda Items - None

13. Meeting was adjourned at 8:50 pm

MEMORANDUM

DRAFT

To: Environmental Quality Affairs Citizens Advisory Committee (EQAC)
City of Newport Beach ("City")

From: Newport Lexus Subcommittee; EQAC
City of Newport Beach

Subject: **Draft Environmental Impact Report ("DEIR") for the Newport Lexus Project (the Project)**

Date: January 5, 2005

Thank you for the opportunity to comment on the DEIR for the Newport Lexus Project located at the southwest corner of Jamboree Road and MacArthur Boulevard in Newport Beach. Listed below are our comments on the DEIR.

Executive Summary

The Executive Summary provides a project overview and also states that there are two alternatives discussed in the DEIR, the No Project Alternative and the Reduced Project Alternative. However, it is not until the end of the document that the DEIR states that the Reduced Project Alternative is the environmentally superior alternative, and "(f)or this reason the Reduced Project Alternative is now the preferred alternative." DEIR P. 4-6

The fact that the Reduced Project Alternative is now the preferred alternative makes much of the analysis in the DEIR superfluous. The DEIR should be revised and recirculated to provide a full analysis of the Reduced Project Alternative. Notwithstanding our recommendation to revise and recirculate the DEIR, we make the following comments on the DEIR in the hopes of improving the revised DEIR and the proposed Project.

The Executive Summary provides a list of the proposed Project objectives. These include specific goals of the City of Newport Beach Economic Development Objectives, as well as the applicant's specific Project objectives. The revised DEIR should include a fiscal analysis which shows why and how the Project meets the stated City of Newport Beach Economic Development Objectives. The fiscal analysis should clarify whether the City will provide sales tax rebates or other financial incentives to help meet the stated Project objectives.

The Executive Summary states that the Project includes General Plan and Zoning

Code changes for the northern five acres; however, the Executive Summary does not discuss the status of the southern three acres. The revised DEIR should provide the general plan designation and zoning designations for the entire Project site, including the southern three acres.

There appears to be a typographical error in the third bullet of the applicant's objectives, which ends with the word "and." DEIR P. ES-3

The Executive Summary states that alternatives to the Project "are not strictly necessary." This statement is unclear and requires more information to explain when alternatives are required. The revised DEIR should cite the case law and/or the Government Code section to assist the reader in understanding the extent to which project alternatives are required.

Chapter 2 Project Description and Site Characteristics

This chapter provides the proposed Project background and a description of the proposed Project. With the exception of the site location, environmental setting and surrounding land uses, most of the information in this chapter relates to the alternative that has not been determined to be the preferred alternative. The revised DEIR should fully analyze the preferred alternative.

The Bowsprit/MacArthur Boulevard intersection is discussed in the Transportation/Traffic section; however, none of the figures in this chapter illustrate this intersection relative to the Project site. The revised DEIR should include this intersection in any figures that are intended to illustrate the intersections that will be impacted or will impact the proposed Project.

Chapter 3A Aesthetics and Land Use

This chapter addresses the potential aesthetic impacts associated with the proposed Project. Again, these impacts could vary with the analysis of the Reduced Project Alternative since showroom and the service center will be reduced in size.

One of the applicant's objectives, as stated in the Executive Summary, is for the Project to be of high architectural quality, complementary to the Newport Beach image. The figures in this chapter illustrate the scale and massing of the buildings, but do not provide any architectural detail. The revised DEIR should include artists' renderings that illustrate the architectural style of the buildings for the proposed Project as they will be viewed from Jamboree Road, MacArthur Boulevard and Dove Street.

The "Craftsman" architectural style shown to the EQAC Committee does not appear to be compatible with the architectural styles of the newer buildings in the area. If that is the intended architectural style for the proposed Project, the revised DEIR should include a discussion of how that architectural style meets the stated applicant's objectives

for the Project.

In addition, the revised DEIR should discuss whether the Irvine Company has any architectural control for the proposed Project, and if so, explain the nature and basis of those controls.

Figures 3A-7 through 3A-9 illustrate that the proposed Project will remove mature trees from the public right-of-way along Jamboree Road and MacArthur Boulevard. The Newport Beach City Council Policy Manual contains the City's policy for the removal of City trees. The revised DEIR should list the Policy Manual among the Applicable Regulations on Page 3A-6, and it should discuss the applicability of the Policy to the removal of these trees.

The proposed Project is located within the Orange County Airport Land Use Commission ("ALUC") planning area and must be submitted to the ALUC for review for consistency with the Airport Land Use Plan ("ALUP"). The revised DEIR should discuss whether the proposed Project meets Federal Aviation Regulation ("FAR") 77 and FAR part 77.23 standards for determining whether a structure is an "obstruction" and whether a negative decision from the ALUC will impact the City's ability to approve the proposed Project.

In discussing aesthetics, the DEIR states that "(a) policy analysis will determine the project's consistency with relevant planning regulations and General Plan goals, objectives and policies." DEIR P. 3A-8 The revised DEIR should define "policy analysis" and discuss how it relates to the EIR analysis.

Mitigation Measure M-3A.7 states that "(t)he applicant shall submit a lighting plan and photometric plan to be reviewed by the City of Newport Beach. The lighting plan shall include design features ... to minimize impacts of light and glare on the surrounding area." The auto display area is elevated above MacArthur Boulevard and Jamboree Road the intersection. The mitigation measure should be revised in the revised DEIR to ensure the lighting plan takes into consideration greater potential for light spillover due to the lower roadway elevation.

Further, Mitigation Measure M-3A.6, with its use of "off-site architectural massing to block light sources" appears to be in contradiction with the lighting plan and photometric plan promised in Mitigation Measure M-3A.7, which is intended to "to minimize impacts of light and glare on the surrounding area." The revised DEIR should discuss fully how the proposed lighting plan and photometric plan will impact surrounding areas and propose mitigation measures that minimize those impacts.

Mitigation Measure M-3A.9 states that the applicant will apply for a use permit from the City, and that the City will amend the Planned Community Development Standards, Newport Place "to reflect the proposed use on the site and incorporate development standards reflecting the highest level of improvements as now exist in the

project area.” The language in this mitigation measure is vague, and it is difficult to understand what the mitigation measure will achieve and how it will be measured by the public and decision makers. This mitigation measure should be revised in the revised DEIR to accurately address the proposed Project’s consistency with local land use policies.

Chapter 3B Hydrology, Water Quality and Storm Water

This chapter focuses on potential impacts to surface water hydrology, surface water quality, groundwater hydrology, and groundwater quality resulting from the development of the proposed Project. As stated in this chapter of the DEIR, the majority of the Project site’s runoff discharges into Dove Street catch basin, which in turn discharges to San Diego Creek. San Diego Creek is a tributary of Upper and Lower Newport Bay, which ultimately discharges into the Pacific Ocean. The San Diego Creek and both Upper and Lower Newport Bay are all considered impaired water bodies.

To comply with Regional Water Quality Control Board (“RWQCB”) directives, the City requires that applicants for new developments prepare a Water Quality Management Plans (“WQMP”), which the City must approve before approval of the project.

According to the DEIR, the construction activities associated with the proposed Project, as well as the general pollutants associated with the operation of an automobile dealership could lead to water quality impacts and ultimately degradation of downstream receiving water bodies.

The DEIR states that the Project applicant has prepared and submitted a WQMP, which includes Best Management Practices (“BMP”) for site design, as well as source and treatment control for the proposed Project site’s runoff. The DEIR further states that the WQMP is available for review at the City of Newport Beach. “The project WQMP demonstrates that the proposed project will implement post-construction BMPs to mitigate potential pollutants generated at the project site that may compromise the beneficial uses and water quality objectives of downstream receiving water bodies.” DEIR P. 3B-12

The WQMP should have been included as an appendix to the DEIR, and the BMPs contained therein should have been fully analyzed in the DEIR in order for the public and decision makers to review and comment on it. However, since Mitigation Measure M-3B.2 calls for its submittal, it appears that the City may not have approved the WQMP.

The revised DEIR should include the WQMP, discuss fully all water quality and hydrology impacts, and provide specific and enforceable mitigation measures to lessen any such impacts.

Chapter 3C Transportation/Traffic

This chapter addresses the traffic impacts associated with the proposed Project. The DEIR summarizes the analysis that was conducted for the Project site. However, the DEIR does not include the traffic study itself as an appendix, but states that “(t)he entire report is available for review at the City of Newport Beach.” Again, this makes it difficult for the public to review and comment on the traffic analysis, and the revised DEIR should include the “Traffic Study for Newport Lexus” as an appendix.

Chapter 3C lists the various agency regulations that govern the traffic analysis. The revised DEIR should include Measure S among the applicable regulations and discuss whether the General Plan Amendment and additional traffic generated by the proposed Project trigger Measure S regulations.

MacArthur Boulevard is a high speed, high traffic volume arterial. Adding a drive aisle to this street without providing acceleration and deceleration lanes can increase the potential for accidents and impede through traffic. For this reason, the location and geometry of the MacArthur Boulevard access drive needs to be evaluated in the following areas:

- Vehicles approach the site on MacArthur Boulevard at a downhill grade and drive at a high rate of speed. Vehicles that have not slowed significantly prior to entering the site will pose a hazard to customers shopping for vehicles in the parking lot. The traffic study should be revised to show how vehicles will be slowed so they may safely enter the site without impeding through traffic on MacArthur Boulevard.
- Drivers exiting the site onto MacArthur Boulevard from the right-in, right-out driveway may attempt to cross several travel lanes to reach the left-turn lane onto northbound Jamboree Road. The traffic study should be revised to include a weaving analysis to determine whether drivers can safely make this movement, or whether operational improvements should be incorporated into the proposed Project to preclude drivers from attempting a dangerous traffic maneuver.
- The lack of an acceleration lane for drivers exiting the site onto MacArthur Boulevard will require them to merge into high speed traffic from a stop. The traffic study needs to be revised to evaluate traffic impedance and accident potential from vehicles merging onto MacArthur Boulevard.

At the Fletcher Jones dealership, vehicles waiting to be serviced are dropped off on Bayview Way. To ensure that vehicles do not stack onto Dove Street at the new Lexus dealership, the revised DEIR should include a stacking and queuing study to determine if the staging areas are large enough to accommodate the volume of customers at peak drop off hours.

Mitigation Measure M-3C.2 requires the widening of MacArthur Boulevard to three left turn lanes and a fourth through lane. The DEIR does not indicate whether these improvements will require right-of-way acquisition. The revised DEIR should fully analyze where the right-of-way is needed, the cost of right-of-way acquisition, and any environmental impacts of the widening. DEIR P. 3C-11

According to the DEIR, the Traffic Phasing Ordinance (“TPO”) calculation of the applicant’s fair share of the improvements called for in Mitigation Measure M-3C.1 and M-3C.2 is only 7.8% for the Irvine/Mesa intersection and 10.5% for Jamboree and MacArthur Boulevard. Assuming there is no other source of funds for these improvements; the project would be approved without construction of needed road improvements. DEIR P. 3C-13

The revised DEIR should fully discuss whether there are alternative funding options available to the City to make up the shortfall, or whether the road improvements would not be made due to a lack of funding.

Finally, the MacArthur Boulevard drive aisle and the Bowsprit/ MacArthur Boulevard intersection are potentially hazardous sharp curves and dangerous intersections. The “Traffic Study for Newport Lexus” should be revised to include an analysis of these areas, and the revised DEIR should discuss fully all traffic impacts associated with the MacArthur Boulevard drive aisle and the Bowsprit/ MacArthur Boulevard intersection, and provide specific and enforceable mitigation measures to lessen any such impacts.

Appendix, Section 3 List of Mitigation Measures Incorporated Into the Project

This section lists mitigation measures that were incorporated into the project. However, these mitigation measures are not discussed in the Project Description and are not included in the list of mitigation measures in Table ES-1 on DEIR P. ES-5. The absence of these mitigation measures from sections of the report where mitigations would normally be found could lead to their omission when the proposed Project is implemented. The revised DEIR should incorporate these mitigation measures into the proper chapters and sections of the main body of the document.

Conclusion

We recommend that the City revise the DEIR to address the impacts associated with the Reduced Project Alternative and the issues discussed above, and recirculate the document for public comment.

MEMORANDUM

DRAFT

To: Mayor Steve Bromberg and Members of the City Council City of Newport Beach

Cc: Homer Bludau, City Manager

From: Orange County Sanitation District Subcommittee ("EQAC")
City of Newport Beach

Subject: **Orange County Sanitation District Draft Environmental Impact Report for the Newport Trunk Sewer and Force Mains Replacement Project (the Project)**

Date: January 5, 2005

Thank you for the opportunity to provide these comments on the Draft Environmental Impact Report ("DEIR") for the above-captioned Project prepared by the Orange County Sanitation District ("District"). EQAC's comments are as follows:

Chapter 1 Introduction

As discussed below, the proposed Project is the replacement of the existing Newport Trunk Sewer and force mains with a new force main system from the Bitter Point Pump station, located at the entrance of the West Newport oilfield on Pacific Coast Highway ("PCH") in the City of Newport Beach, to the District's Treatment Plant No. 2, located in the City of Huntington Beach.

Chapter 2 Project Description

This chapter discusses alternate routes for the proposed Project – one along PCH and the other through the Santa Ana River ("SAR") Marsh and the West Newport Oil Field. Seven (7) alignments were studied, with the District's preferred alternative being Alternative 2C, which runs through SAR Marsh and West Newport Oil Field. The District's preferred alternative almost entirely eliminates disruption to residents and businesses along the PCH corridor during the construction of the proposed Project, and also assures that future maintenance and repair work will have minimum impact on residents and businesses in West Newport. However, Alternative 2C could have significant impacts on the coastal wetlands within the SAR Marsh.

While some members of EQAC applaud the District for their thoroughness in the preparation of this DEIR, others felt that the extensive level of review given to so many alternatives made the document confusing and cumbersome. Because the District's preferred alternative is Alternative 2C, we recommend that the Final EIR provide a more focused, detailed review of the impacts and mitigation measures associated with Alternative 2C.

Several issues are raised in Chapter 2 that are not addressed in the DEIR. Section 2.1.3 discusses Alternative 2C and states that “existing 8 and 10-inch waste oil gravity lines....would be abandoned in place.” If these abandoned lines are not sealed properly, this could pose a potentially hazardous situation. The Final EIR should provide a full discussion of the measures that will be taken to assure that the lines are properly sealed.

This section (and others) also discusses “open trench” methods for installation of the new mains, but never discusses backfilling these open trenches after installation to return the area to its original appearance. The Final EIR should provide a full discussion of the measures that will be taken to assure that the areas where the new mains are installed are returned to their original appearance.

Chapter 3 Environmental Setting, Impacts and Mitigation

Section 3.2 Biological Resources

The proposed Project is “located within the South Coast Bioregion and, as a marine ecosystem, within the Southern California Bight.” The DEIR makes note of the fact that most of the wetlands along the Southern California Bight are estuarine salt marshes, and “coastal wetlands have declined by 80 to 90 percent and those remaining are frequently degraded.”

The DEIR goes on to state that the impact area for Project Alternative 2 is within a wetlands area that was restored by the U.S. Army Corps of Engineers (“USACE”) in 1989 as mitigation for biological impacts. The restoration of 92 acres of the Marsh has been successful, and is functioning as intended for the target endangered plant communities and wildlife.

Alternative 1, which is outside the SAR Marsh altogether, is the preferred Alternative of some members of EQAC for the very reason that its alignment is outside the sensitive areas of the SAR Marsh. Even though the proposed Project Alternative 2 would use the existing utility easement, which, according to the DEIR, “is assumed to be outside of the jurisdictional wetland area,” members of EQAC we would like to propose that OCSD consider a wetlands enhancement program designed to provide mitigation beyond the impacts that will occur as a result of construction or operation of the pipeline.

Alternative 2C appears to be the least expensive of the alternatives to build, as the route follows the existing easement, and little or no land acquisition expenditures appear to be required. Alternative 2C would allow the proposed Project to proceed without the impacts to land use and traffic that would result from the Alternative 1 alignment, but a wetlands enhancement program could help alleviate some of the concerns that the Alternative 2C alignment poses a risk to the fragile estuarine salt marsh.

The Final EIR should provide a detailed discussion of the measures that will be taken to prevent impacts to biological resources, as well a program for enhancement of wetlands within the SAR Marsh.

Section 3.4 Geology and Soils

Section 3.4.1 contains detailed descriptions of the seismology and local geology in the proposed Project area. It emphasizes that these sewer mains will be installed in an area which is seismically active (Newport-Inglewood Fault Zone) and subject to liquefaction, subsidence and landslides. Specifically, "Landslides and Spreading" defines the "cliffs at the edge of the utility road and oil field as seismic landslide hazard areas." However, there is no mention of any relevant hazards during the proposed Project construction and after completion. The Final EIR should discuss and analyze whether construction traffic and trenching along the utility road cause a risk of land slide from the cliffs adjacent to the utility road and propose necessary mitigation.

Under the "California Building Code" and "General Plan" discussions (DEIR P. 3.4-7) there are general references to UBC (Uniform Building Code), CBC (California Building Code) and city and county General Plans, but no specific references is made to what pipeline building standards will be utilized. (Note: The distinction between underground construction (i.e. pipeline) and surface construction (i.e., buildings) is never clarified. Therefore, it is not clear what construction codes and what hazards/mitigation should apply. The Final EIR should provide this clarification.

Section 3.4.2, "Impacts and Mitigation" emphasizes exposure of "structures" to adverse effect due to seismic and other geological factors. The Final EIR should clarify that "structures" includes the underground portion of the proposed Project. The DEIR states that "Mitigation Measures 3.4-1 and 7.6-1 of the 1999 PEIR would reduce any potential landslide impacts to a less than significant level." DEIR P. 3.4-9 However, neither of these mitigation measures discusses how to avoid/eliminate Project-induced landslides in the bluffs area during the construction of the proposed Project. The Final EIR should fully analyze the potential for Project-induced landslides and provide necessary mitigation.

Impact 3.4-3 deals with potential damage to bridge and/or channel foundations, but only discusses Alternative 1 near PCH under the Talbert Channel. The Final EIR should analyse possible damage to the SAR channel due to the very long tunneling associated with Alternative 2C, and any provide appropriate mitigation measures. DEIR P.3.4 – 13, 14

Table 2-1 shows the need to remove 44,510 cubic yards of material due to Alternative 2C trenching and tunneling. Some of this material is coming from areas near old sewer mains and old oil fields and may be contaminated and in need of special handling. This should be fully addressed in the Final EIR. DEIR P. 2-13

Section 3.5 Hazards and Hazardous Materials

Impact 3.5-2 states that improperly abandoned oil wells may exist within the excavation for Alternative 2 alignments. The mitigation measure for this impact that prior to construction, the District will identify existing and abandoned oil wells, using the California Department of Conservation, Division of Oil, Gas and Geothermal Resources ("DOGGR") maps. In addition, if any unmapped wells are uncovered during construction, the District will notify DOGGR, and the well will be abandoned following proper procedures. The Final EIR should discuss the steps that will be taken to ensure that no seepage or spillage for the wells occurs before the District advises DOGGR.

Section 3.6 Hydrology and Water Quality

Impact 3.6-4 states that "the operation of the sewer could result in sewage spills." The DEIR further states that the Project is being proposed to minimize the potential for sewage spills; however, the DEIR does not provide any specific measures to that end. The Final EIR should fully discuss the measures being proposed to ensure that the existing sewer lines will not be breached or damaged during construction, creating a serious spill, particularly within the SAR Marsh.

Section 3.7 Land Use and Recreation

Alternative 2C traverses open space, marsh lands, and habitat conservation areas. The DEIR states the Friends of Harbors Beaches and Parks has developed plans to link currently undeveloped parcels along the south side of the SAR for use as a regional park, the Orange Coast River Park. The SAR Marsh area is planned to become a part of the park. Although the park "project is in the early stages of development and is not officially endorsed by the local cities or county," the Final EIR should provide a full analysis of the proposed Project impacts to the areas being planned for the River Park and propose necessary mitigation.

Section 3.8 Noise

Impact 3.8-1 deals with construction-related noise impacts on nearby sensitive noise receptors. Since such noise receptors are farthest away from construction activities in Alignment 2C, the noise study reconfirms the choice of Alignment 2C. Mitigation measures 7.4-1a to 7.4-1d are needed to assure mitigation to less than significant and should be strictly enforced.

The DEIR states that the proposed Project would increase sewage pumping capacity from 240 to 480 million gallons per day. The Final EIR should address the issue of operational noise associated with this increase in capacity, including the increases in continuous noise due to

doubled flow rates and doubled pump capacity after Project completion.

Impact 3.8-2 deals with ground borne vibration impacts near the construction site and concludes that no mitigation measures are needed to assure less than significant impact on Alternative 2C residences. However, prolonged or intermittent vibration and/or shocking due to pile driving can have an effect on nearly slide-prone bluffs. An evaluation of this impact should be made.

Section 3.10 Traffic

This section addresses the impacts of the proposed Project on traffic. The DEIR states that the “(i)mplementation of Alternative 1 (Alignments 1A, 1B, and 1C), would require lane closures on PCH during construction of the proposed Project which would temporarily reduce roadway capacity.” This would be highly disruptive to the community of West Newport, as well as commuters that use PCH. The only impacts on traffic for Alternative 2C would be those associated with dirt hauling operations.

Mitigation Measure M-3.10-1 states that “(d)irt haul operations occurring during the peak summer months shall not occur during peak AM or PM periods (6:00-9:00 AM and 3:00-6:00 PM.)” The Final EIR should clarify “summer months” to be consistent with City of Newport Beach Department of Public Works definition, to insure a minimum of conflict with peak PCH usage.

Chapter 4 Project Alternatives

The District’s preferred alternative is Alternative 2C; however, the text on Page 4-10 is not complete in its discussion of this alternative. It appears that part of the text is missing.

Conclusion

EQAC supports the District’s preferred alternative, Alternative 2C, because will have the least impacts with respect to land use and traffic issues to residents and businesses in West Newport. However, we strongly urge the District to prepare a wetlands enhancement program that will provide mitigation beyond the impacts identified in this DEIR to the SAR Marsh that would be associated with Alternative 2C.