
**Addendum to Mitigated Negative Declaration
Orange Coast College Maritime Training Center
SCH# 2010101005**

LEAD AGENCY:

COAST COMMUNITY COLLEGE DISTRICT

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1. INTRODUCTION

On December 8, 2010, the Coast Community College District (CCCD) adopted a Mitigated Negative Declaration (MND) for the Orange Coast College Maritime Training Center (SCH# 2010101005). The proposal consisted of the construction of a new two-story educational facility focusing on sailing, marine safety, seamanship, and vocational marine studies on a 0.53-acre site at 1700 West Coast Highway in the City of Newport Beach. Since then, the project has undergone minor modifications. This Addendum addresses modifications to the project design, in accordance with the California Environmental Quality Act (CEQA).

2. STATUTORY BACKGROUND

Under CEQA, an Addendum to an adopted Negative Declaration or Mitigated Negative Declaration is needed if minor technical changes or modifications to the proposed project occur (CEQA Guidelines §15164). An addendum is appropriate only if these minor technical changes or modifications do not result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts. The Addendum need not be circulated for public review (CEQA Guidelines §15164[c]); however, an addendum is to be considered by the decision-making body prior to making a decision on the project (CEQA Guidelines §15164[d]).

This Addendum to the previously adopted MND demonstrates that the environmental analysis, impacts, and mitigation requirements identified in the *Initial Study/Mitigated Negative Declaration for the Orange Coast College Maritime Training Center* (adopted on December 8, 2010) remain substantively unchanged despite minor project refinements described herein, and supports the finding that the proposed project does not raise any new issues and does not exceed the level of impacts identified in the previous MND.

3. SUMMARY OF ORIGINAL PROJECT DESCRIPTION

As part of the CCCD's *Master Vision Plan* for the existing Orange Coast College (OCC) School of Sailing & Seamanship (SSS), CCCD has proposed the OCC Maritime Training Center Project (herein referenced as the "original project"). The original project involves the expansion of the OCC SSS facility with the construction of the OCC Maritime Training Center, located and adjacent to 1700 West Coast Highway, and pedestrian bridge that would cross over West Coast Highway. The pedestrian bridge would connect the proposed OCC Maritime Training Center to the existing OCC SSS.

The OCC Maritime Training Center involves the implementation of an educational facility focusing on sailing, marine safety, seamanship, and vocational marine studies. The original 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 side of West Coast Highway; and 2) a pedestrian bridge that would cross over West Coast Highway, connecting the proposed OCC Maritime Training Center to the existing OCC SSS.

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 proposed improvements are provided in 2010 Initial Study/Mitigated Negative Declaration (IS/MND) for the original project.

4. PROJECT REVISIONS

As noted above, the *Initial Study/Mitigated Negative Declaration for the Orange Coast College Maritime Training Center* was adopted by the CCCD Board of Trustees on December 8, 2010. Since adoption of the MND, the CCCD has proposed minor project refinements (herein referenced as the “revised project”) that would increase the building height of the OCC Maritime Training Center and associated bridge a total of 14 inches.

The minor height increase is required to allow for adequate utility access within the project site. The Orange County Sanitation District (OCSD) owns and maintains underground wastewater utility infrastructure beneath the site that is associated with the Rocky Point Pump Station immediately to the west. The first level of the Maritime Training Center, which would consist primarily of parking facilities, would need to be raised by 14 inches to allow for OCSD maintenance vehicles, trucks, and equipment to access and maintain underground wastewater facilities. All other aspects of the project would remain unchanged.

Since adoption of the MND in December 2010, existing conditions and environmental circumstances at and surrounding the project site have not substantially changed. The project site remains vacant and the urbanized character of the surrounding area remains similar to what was described in the IS/MND. As such, no new or increased impacts would occur as a result of changes in environmental circumstances, and no new mitigation measures are required.

5. IMPACT COMPARISON

This Addendum has been prepared to determine whether the revised project would result in any new or substantially increased environmental impacts in comparison to the analysis in the 2010 IS/MND. This memorandum has been organized by environmental topical areas as they occur in the IS/MND:

- 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 Relevant Planning;
- Mineral Resources
- Noise;
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic;
- Utilities and Service Systems; and
- Mandatory Findings of Significance.

A comparative analysis between the original project and revised project according to each of these environmental topical areas is provided below.

AESTHETICS

The IS/MND analyzed potential short-term and long-term impacts with regard to scenic vistas, scenic resources, visual character/quality, and light and glare. The IS/MND concluded that short-term construction impacts to scenic vistas, scenic resources, and visual character/quality would be reduced to a less than significant level with implementation of Mitigation Measure AES-1. Mitigation Measure AES-1 would minimize public views to construction equipment by locating the staging area away from surrounding sensitive receptors and applying appropriate screening materials. Light and glare short-term impacts were determined to have no impact since nighttime construction would not be required for project implementation.

Long-term impacts to scenic vistas, scenic resources, and visual character/quality were determined to be less than significant due to the location of the OCC Maritime Training Center adjoining the bluff, the similar building height, scale, and materials to the surrounding buildings, and visual transparency (open framework design) of the bridge, as well as the landscaping that would soften views to the new building. The IS/MND concluded that light and glare long-term impacts would be reduced to a less than significant level with implementation of Mitigation Measures AES-2 and AES-3. Mitigation Measure AES-2 would reduce Maritime Training Center light and glare impacts by shielding and confining on-site light within the site boundaries including parking lighting for zero glare and spill-off. Mitigation Measure AES-3 would reduce the pedestrian bridge light and glare impacts by restricting lighting to a cutoff of 90 degrees or less to contain nighttime glare.

The revised project would not change the site location, layout, building materials, landscaping, construction methodology, or construction phasing. Although the revised project proposes a 14 inch increase in building height, none of the architectural features or treatments would change, and it is expected that the vast majority of users would not notice this increase due to the nominal increase in height. The revised project would remain subject to the requirements of Mitigation Measure AES-1 through AES-3. The revised project would not result in any new, different, or potentially adverse aesthetic impacts not previously considered and addressed in the IS/MND.

AGRICULTURE AND FORESTRY RESOURCES

According to the IS/MND, the project site is completely developed and urbanized, and no agricultural land exists within the site vicinity. Thus, the original project would not occur upon any designated farmland or conflict with any land zoned for agricultural, forest, or timberland use. No impacts would occur in this regard.

The revised project would not alter the location of the project site, and there are no current agricultural uses in the project area. The revised project would not result in any new, different, or potentially adverse agriculture/forestry impacts not previously considered and addressed in the IS/MND.

AIR QUALITY

The IS/MND concluded that project implementation would not conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) *Air Quality Management Plan* (AQMP). Further, construction and operational emissions and would not exceed the established SCAQMD thresholds for criteria pollutants. However, the original project would be required to adhere to standard SCAQMD regulations, such as implementing SCAQMD Rule 403 (Mitigation Measure AQ-1), as well as Mitigation Measures AQ-2 and AQ-3 which would further reduce ozone and particulate matter emissions. The IS/MND determined

that project-related construction and operation emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality with the implementation of Mitigation Measures AQ-1 through AQ-3. Area source and localized mobile source pollutant impacts to sensitive receptors for construction and operations were found to be less than significant. Construction activities associated with the original project may generate detectable odors from heavy-duty equipment exhaust. However, construction-related odors would be short-term in nature and cease upon project completion.

The revised project proposes a minor increase (14 inches) in building height. This project refinement would not result in any substantial change in construction methodology, types of equipment utilized for construction, number of construction personnel, or limits of the project site. No operational characteristics of the project would change as a result of the height increase (e.g., no additional students, faculty, or parking). Compliance with Mitigation Measures AQ-1 through AQ-3 would continue to ensure adherence to SCAQMD standard regulations. The revised project would not result in any new, different, or potentially adverse air quality impacts not previously considered and addressed in the IS/MND.

BIOLOGICAL RESOURCES

The project site is located within an urbanized area and is currently vacant. According to the IS/MND, neither the site nor the adjacent hillside area support quality habitat for special status plant or wildlife species, riparian habitat, wetlands, or other sensitive natural community. Although the project site is located within the Orange County Central/Coastal Natural Community Conservation Plan (NCCP)/Habitat Conservation Plan (HCP), the OCC Maritime Training Center would not result in any impacts to sensitive biological resources. Additionally, the original project would not interfere with the movement of fish or wildlife or impact wildlife corridors. The IS/MND concluded no impact to biological resources.

The current condition of the project site and surrounding area is similar to what was analyzed in the IS/MND. The project site is vacant and the surrounding land uses remain unchanged. The revised project would not result in any new, different, or potentially adverse biological impacts not previously considered and addressed in the IS/MND.

CULTURAL RESOURCES

As part of the IS/MND, a *Phase I Cultural Resources Assessment* (Cultural Resources Assessment) was prepared for the original project. According to the IS/MND, no historical or archaeological resources were found to occur on-site or within the immediate site vicinity due to the amount of development and disturbance that have occurred. However, Mitigation Measures CUL-1 and CUL-2 were incorporated into the IS/MND in the unlikely event of the discovery of archaeological and/or paleontological resources were to occur during construction. Further, in accordance with Section 7050.5 of the *California Health and Safety Code*, if human remains are encountered during earth removal or disturbance activities, 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 (Mitigation Measure CUL-3).

The revised project proposes a minor increase in building height. This project refinement would not result in any substantial change in construction methodology, types of equipment utilized for construction, or limits of the project site. The project would remain subject to compliance with Mitigation Measures CUL-1 through CUL-3. As such, the revised project would not result in any

new, different, or potentially adverse cultural resources impacts not previously considered and addressed in the IS/MND.

GEOLOGY AND SOILS

As part of the IS/MND, a *Structure Preliminary Geotechnical Report, Pedestrian Bridge, Orange Coast College Campus* (Preliminary Geotechnical Report) was prepared for the original project. According to the IS/MND, there is a low risk of surface fault rupture at the project site. However, given the proximity to the San Joaquin Hills and Newport-Inglewood earthquake faults to the project site, the proposed OCC Maritime Training Center could experience damage due to seismic shaking and seismically-induced liquefaction. The IS/MND determined that adherence to construction ordinances and the California Building Code (CBC) would minimize risks related to seismic shaking, liquefaction, expansive soil, and/or lateral spreading to a less than significant level (Mitigation Measure GEO-1). Landslides were identified by the IS/MND to be a potential risk during construction due to the adjoining bluff located along the northern side of the OCC Maritime Training Center site. Mitigation Measure GEO-2 requires braced soldier pile shoring or other suitable measures during construction to retain the slope and minimize potential temporary impacts to a less than significant level. Construction of the new building would minimize slope stability concerns during long-term operations. Although cast-in-drilled-hole (CIDH) piles would be required for bridge construction that could require excavation over 20 feet in depth, the IS/MND determined that it is not anticipated that this process would result in subsidence or collapse upon implementation of Mitigation Measures GEO-1 and GEO-2. According to the IS/MND, grading and excavation activities would expose soils to potential short-term erosion by wind and water. However, compliance with erosion control measures included in Chapter 15.10, *Excavation and Grading Code*, of the City's *Municipal Code* would reduce impacts to a less than significant level (Mitigation Measure GEO-3). No septic tanks or alternative wastewater systems would be constructed as part of the original project.

The minor increase in building height associated with the revised project would not change the site location, layout, construction methodology, or types of construction equipment required. Compliance with Mitigation Measures GEO-1 through GEO-3 would remain applicable to the revised project and would continue to reduce impacts to a less than significant level. As such, the revised project would not result in any new, different, or potentially adverse impacts related to geology and soils not previously considered and addressed in the IS/MND.

GREENHOUSE GAS EMISSIONS

The IS/MND concluded that with implementation of project design reduction features (i.e., green building practices and design, LED lighting, solar panels, drought resistant landscaping, recycling, water efficient fixtures and appliances, near public transit, etc.), implementation of the original project would result in a 34 percent reduction in greenhouse gas (GHG) emissions, and would have a less than significant impact with regards to GHG emissions. Further, the original project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs.

The proposed 14-inch increase in building height would not increase GHG impacts beyond what was analyzed in the IS/MND. This project refinement would not result in any substantial change in construction methodology, types of equipment utilized for construction, number of construction personnel, or limits of the project site. No operational characteristics of the project would change as a result of the height increase (e.g., no additional students, faculty, or parking). The revised project would not result in any new, different, or potentially adverse greenhouse gases impacts not previously considered and addressed in the IS/MND.

HAZARDS AND HAZARDOUS MATERIALS

As part of the IS/MND, a *Phase I Environmental Site Assessment* (Phase I ESA) was prepared for the original project. According to the IS/MND, long-term operations would not involve the use of hazardous materials. Fuels and solvents for construction would be stored and utilized pursuant to Best Management Practices (BMPs). 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 and the use of standard construction controls and safety procedures by the construction contractor.

Although the original project is not within the Methane Overlay Zone, per the IS/MND, potential hazards from gas seepage exist at the project site. Mitigation Measure HAZ-1 would require the contractor to monitor methane and hydrogen sulfide levels throughout the project area to ensure safety at the project site. According to the IS/MND, in order to reduce long-term impacts involving gas seepage, the contractor would be required to submit plans to the City to test building site soils for the presence of gases. The IS/MND concluded that if testing reveals methane gas exceeds acceptable levels, a mitigation plan would be submitted for approval by the City. The IS/MND further concluded that an isolation barrier, secured with a gas-tight seal, would be installed beneath the OCC Maritime Training Center foundation and floors at ground level (Mitigation Measure HAZ-2). Although no toxic or hazardous materials would be utilized within one-quarter mile of a school, the potential for gas seepage at the project site exists. With implementation of Mitigation Measures HAZ-1 and Mitigation Measure HAZ-2, the potential impacts from gas seepage would be less than significant.

The IS/MND determined that the potential for contaminated groundwater to underlie the project site, as a result of off-site regulatory properties, is considered low due to the groundwater flow direction from the project site, distance from project site, and/or the status of the regulatory sites. No on-site regulatory properties were identified.

According to the IS/MND, 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 IS/MND concluded that potential impacts related to emergency operations would be less than significant upon implementation of Mitigation Measure HAZ-3.

The IS/MND concluded that the original project would not expose people or structures to wildland fires. Impacts in this regard would be less than significant.

The revised project proposes a 14-inch increase in building height. This increase in building height would not have the capacity to alter conclusions within the IS/MND related to hazardous materials. This project refinement would not result in any substantial change in construction methodology, types of equipment utilized for construction, grading/excavation, or limits of the project site. On an operational basis, the minor height increase would not require the use of any hazardous materials or affect how such materials are utilized or stored. The revised project would continue to be subject to Mitigation Measures HAZ-1 through HAZ-3. As such, the revised project would not result in any new, different, or potentially adverse hazardous materials impacts not previously considered and addressed in the IS/MND.

HYDROLOGY AND WATER QUALITY

As stated in the Geology and Soils section above and concluded in the IS/MND, grading and excavation activities associated with construction of the OCC Maritime Training Center would expose soils to potential short-term erosion by wind and water. However, construction of the original project 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* (Mitigation Measure GEO-3). Additionally, the IS/MND determined that the original project 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. Mitigation Measure HYD-1 would ensure that a Water Quality Management Plan (WQMP) would be prepared for the original project prior to the issuance of grading permits.

The IS/MND determined that implementation of the original project would result in a less than significant impact with regard to groundwater supplies and recharge, drainage pattern of the site or area, flooding, failure of a levee or dam, and seiche and tsunami hazards. According to the IS/MND, the original project would not result in any groundwater extraction or the depletion of groundwater supplies and would not result in a substantial interference in groundwater recharge. The original 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 regarding flooding as a result of the failure of a levee or dam would be less than significant according to the IS/MND. 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 original project, which would minimize impacts related to mudflow to less than significant levels.

The IS/MND concluded that implementation of the original project would result in no impact involving 100-year flood hazards as the project site is not located within a 100-year flood hazard area.

The revised project proposes a minor increase in building height. Construction activities, drainage patterns, landscaping, and operational aspects of the revised project would not be altered. Compliance with Mitigation Measures HYD-1, GEO-2, and GEO-3 would continue to ensure that impacts are reduced to a less than significant level. As such, the revised project would not result in any new, different, or potentially adverse impacts related to hydrology and water quality not previously considered and addressed in the IS/MND.

LAND USE AND RELEVANT PLANNING

According to the IS/MND, implementation of the original project would not represent a division of an established community given the developed nature of the project site. Further, the 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. The IS/MND concluded that no impacts would occur in this regard.

The IS/MND concluded that the OCC 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. The IS/MND noted that it is the CCCD's intent to ensure that the project be compatible with the surrounding land uses and the City's General Plan policies (except for land use designations). The IS/MND determined that the original project would be consistent with the City's General Plan. Further, the original project is subject to compliance with the Coastal Act Section 30600(c) which requires that a Coastal Development Permit be obtained from the California

Coastal Commission (CCC). The IS/MND determined that a less than significant land use impact would occur after implementation of the recommended 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), as well as applicable standards and regulations required by the CCC. Although the project site is located within this NCCP/HCP area, per the IS/MND, implementation of the original project 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.

The revised project would include a 14-inch increase in building height. This minor project refinement would not result in any change in land use or alter construction/operations in a manner that would result in any new conflict with an existing plan or policy. All mitigation measures identified in the IS/MND would remain applicable to the revised project, and a CDP from the CCC would still be required. As such, the revised project would not result in any new, different, or potentially adverse impacts related to land use and planning not previously considered and addressed in the IS/MND.

MINERAL RESOURCES

According to the IS/MND, oil and other mineral resources exist within the project vicinity. However, implementation of the original project would not result in the loss of availability of such a resource since no mineral extraction activities currently occur on-site. The IS/MND concluded no impacts would occur in this regard.

The 14-inch increase in height associated with the revised project would not change the location of the project site or associated construction methodology. Therefore, implementation of the revised project would not increase impacts to mineral resources beyond what was analyzed in the IS/MND.

NOISE

The IS/MND determined that construction noise associated with the original project would not expose surrounding sensitive uses to construction noise levels in excess of the Speech Interference Criteria (65 dBA) during construction. 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.

According to the IS/MND, ground-borne vibration associated with construction of the original project may temporarily impact the existing OCC SSS facility and nearby sensitive receptors. However, the construction equipment utilized for project construction would not be capable of producing vibration velocities in excess of the 0.20 inch-per-second peak particle velocity (PPV) significance threshold. The IS/MND concluded that impacts involving groundborne vibration or groundborne noise would be less than significant. Per the IS/MND, future development generated by the original project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. However, the IS/MND determined that the increase in traffic would not substantially increase noise levels within the project vicinity beyond identified thresholds on a project-level and cumulative basis. According to the IS/MND, long-term stationary noise impacts, including mechanical equipment and parking areas, would be reduced to less than significant with Mitigation Measure N-2, which would require the placement of mechanical equipment as far away as practicable from sensitive receptors. Selection, sizing, and shielding of equipment as well as the use of parapets into the

building design would also be required. The IS/MND determined that there would be no impact exposing people to excessive noise levels involving a public airport or private airstrip.

The proposed increase in building height under the revised project would not change the location of the project site or affected area, alter land uses, change construction practices/methodology, or affect long-term operations of the facility. The height increase would not result in any increase in students, faculty, or staff that would generate additional traffic that could increase noise. The revised project would continue to be subject to Mitigation Measures N-1 and N-2 as well as the noise standards of the Municipal Code to ensure less than significant impacts. As such, the revised project would not result in any new, different, or potentially adverse impacts related to noise not previously considered and addressed in the IS/MND.

POPULATION AND HOUSING

According to the IS/MND, the original project is not anticipated to induce substantial population growth in the area, either directly or indirectly. Although new CCCD administrative staff would not be required, the IS/MND determined that 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. The IS/MND concluded no impacts in regard to the displacement of a substantial number of existing housing or a substantial number of people, since the existing site is vacant.

The revised project proposes a minor increase in building height. This increase in height would not induce population growth or displace housing or people. The site is currently vacant, and the minor height increase would not require any additional faculty, staff, or janitorial/maintenance staff beyond what was assumed in the IS/MND. As such, the revised project would not result in any new, different, or potentially adverse impacts related to population and housing not previously considered and addressed in the IS/MND.

PUBLIC SERVICES

According to the IS/MND, the OCC Maritime Training Center would result in only a minor increase in the curriculum and enrollment beyond what already occurs at the OCC SSS. As stated, 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 or police protection, or substantial increase in demand for park facilities or other public facilities. According to the IS/MND, the original project would be required to comply with Title 9, Fire Code, of the City's Municipal Code. Further, the original project would be required to comply with Newport Beach Fire Department (NBFD) requirements for emergency access, fire flow, fire protection standards, fire lanes, and other site design/building standards. The IS/MND concluded that impacts in this regard would be less than significant.

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

The revised project proposes a 14-inch increase in building height. Since this minor increase in height would not affect any operational characteristics of the facility, it would not increase the demand for fire or police protection, parks, schools, or other public facilities. As such, the revised project would not result in any new, different, or potentially adverse impacts related to public services not previously considered and addressed in the IS/MND.

RECREATION

The IS/MND determined that the original project would not result in a substantial increase in demand on parks or other recreational facilities, and would not result in the physical deterioration of these facilities. The IS/MND concluded that impacts would be less than significant.

The revised project proposes a minor increase in building height. Since this minor increase in height would not affect any operational characteristics of the facility, it would not increase the demand for recreational facilities. As such, the revised project would not result in any new, different, or potentially adverse recreation impacts not previously considered and addressed in the IS/MND.

TRANSPORTATION/TRAFFIC

As part of the IS/MND, the *OCC Maritime Training Center Traffic Impact Analysis* (TIA) was prepared for the original project. The Traffic Impact Analysis evaluated impacts on local intersections, roadways, and regional transportation facilities. The original project would result in a minimal trip generation (212 daily trips, which includes 25 AM peak hour trips and 25 PM peak hour trips), and the TIA determined that the original project would have less than significant impacts on both City and Caltrans facilities within the identified traffic study area, with all facilities operating at an acceptable level of service (LOS) upon project implementation.

Although the original project would require a temporary reconfiguration of the pavement delineation along West Coast Highway and an overnight closure of traffic for bridge truss installation, per the IS/MND, any such lane reconfiguration or 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. According to the IS/MND, 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 original project, the IS/MND determined that it is not expected that the any applicable roadway capacity criteria would be exceeded during the temporary construction process. The IS/MND concluded that upon implementation of Mitigation Measure HAZ-3 (preparation of a TMP), impacts in this regard would be less than significant.

The IS/MND determined that there was no impact involving potential conflict with an applicable congestion management program (CMP); or 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 change in air traffic patterns. Due to the distance of the nearest airport (John Wayne Airport is located approximately four miles to the northeast), it is anticipated that implementation of the original project would not result in any change in air traffic patterns or levels.

Given the scale and location of the OCC Maritime Training Center, per the IS/MND, the original 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. However, during construction, the original project would affect traffic along West Coast Highway due to temporary lane closures. As noted above, Mitigation Measure HAZ-3 would require that the CCCD prepare a TMP to minimize potential traffic hazards as well as potential impacts related to emergency access. The IS/MND concluded that short-term construction related impacts would be less than significant upon implementation of Mitigation Measure HAZ-3 and adherence to Fire Department requirements.

The revised project would increase the building height by 14 inches. This minor increase would not alter the construction methodology where additional trucks, equipment, construction employees, or hauling would be required, resulting in additional short-term traffic generation. In addition, the height increase would not increase staff, faculty, or student generation where additional long-term operational traffic would occur. The revised project would be subject to Mitigation Measure HAZ-3 and Fire Department requirements reducing potential impacts to a less than significant level. As such, the revised project would not result in any new, different, or potentially adverse traffic impacts not previously considered and addressed in the IS/MND.

UTILITIES AND SERVICE SYSTEMS

According to the IS/MND, 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. In addition, 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. The original project would include various Best Management Practices (BMPs) to minimize potential water quality impacts. According to the IS/MND, 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. Thus, impacts to water supply would be less than significant. Given the scale of the proposed facility and that it is intended to serve as an expanded space to continue with its existing operations plus a minimal number of new classes/seminars, the IS/MND concluded that impacts in regards to solid waste generation would be less than significant. The IS/MND further concluded that the original project 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.

The revised project would result in a 14-inch increase in building height. This minor height increase would not alter construction practices or long-term operations such that any increase in demand or impacts related to wastewater, water use, solid waste, and/or alter drainage/water quality would occur. The revised project would continue to be subject to development fees and would comply with all applicable Federal, State, and local statutes and regulations. As such, the revised project would not result in any new, different, or potentially adverse impacts related to utilities and service systems not previously considered and addressed in the IS/MND.

MANDATORY FINDINGS OF SIGNIFICANCE

The IS/MND determined that, upon implementation of required mitigation measures, the original project would not have a significant potential to degrade the biological environment or eliminate important examples of major periods of California history or prehistory. In addition, the original project was determined to result in less than significant effects on a cumulative basis, in combination with other identified planned projects within the City of Newport Beach. The original project was also determined to result in less than significant impacts to human beings, on both a direct and indirect basis.

As noted previously within this Addendum, the revised project would result in a 14-inch building height increase, and would not result in new impacts related to biology, cultural resources, or adverse effects on human beings. The minor project height increase would not have the potential to result in any new cumulative impacts in combination with other planned projects in the vicinity. As such, the revised project would not result in any new, different, or potentially adverse impacts related to mandatory findings of significance not previously considered and addressed in the IS/MND.

CONCLUSION

§15073.5 of the CEQA Guidelines states that a lead agency is required to recirculate an IS/MND when a document has been substantially revised after public notice of its availability has previously been given. However, recirculation is not required when new information is added to the IS/MND, which merely clarifies, amplifies, or makes insignificant modifications to the document. The project revisions described above in Section 4, *Project Revisions* do not result in significant modifications. In addition, the impact comparison provided above demonstrates that no new significant impacts or substantial increase in the severity of impacts would occur upon implementation of the revised project description. Therefore, no recirculation is required.

While the proposed changes do not warrant the recirculation of the IS/MND, this document should be made part of the administrative record and transmitted to the CCCD Board of Trustees along with the previously-approved IS/MND to provide clarification regarding proposed changes outlined above and to comply with CEQA Guidelines §15164.