

# ***1. Executive Summary***

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## *1.1 INTRODUCTION*

This Draft Supplemental Environmental Impact Report ("DSEIR") addresses the environmental effects associated with the implementation of the Proposed Irvine High School No. 5 Project at the former Marine Corps Air Station ("MCAS"), El Toro ("Proposed Project"). The California Environmental Quality Act ("CEQA") requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. In this case the Irvine Unified School District ("District or IUSD"), as lead agency, determined that a Supplemental Environmental Impact Report (EIR) should be prepared. An EIR is a public document designed to provide the public and local and State governmental agency decision makers with an analysis of potential environmental consequences to support informed decision-making. This document focuses on those impacts determined to be potentially significant as disclosed in the Initial Study completed for the Proposed Project as modified in Section 8 of this DSEIR (see Appendix A to this DSEIR).

As discussed in Section 3.3.1, *Previous Environmental Documentation*, of this DSEIR, in 2003, the City certified the Final Program Environmental Impact Report for the Orange County Great Park ("Great Park"), SCH No. 2002101020, dated May 2003 ("2003 OCGP EIR"), which analyzed the environmental effects of the development of 3,625 residential units and 6,585,594 million square feet of non-residential development (including the Great Park and other non-Great Park Neighborhood uses) on a portion of the former Marine Corps Air Station ("MCAS") El Toro. Subsequently, the City prepared, and the City Council of the City of Irvine ("City Council") approved, seven addenda to the 2003 OCGP EIR ("Addenda"), which analyzed revisions made to the project that were analyzed in the 2003 OCGP EIR. In addition, in September 2011 the City Council certified a Supplemental EIR ("2011 SEIR"), which analyzed a total of 4,894 dwelling units and 6,585,594 square feet of non-residential uses (including Great Park uses and other non-Great Park Neighborhood uses). The City Council thereafter approved an eighth Addendum in October 2011. The actions analyzed in the 2003 OCGP EIR, the eight Addenda, and the 2011 Supplemental EIR are referred to in this DSEIR as the "2011 Approved Project." The 2003 OCGP EIR, the eight Addenda, and the 2011 SEIR are referred to together as the "Certified EIR." The Certified EIR is incorporated by reference in this DSEIR. A summary of the Certified EIR is provided in Section 3.3.1 of this DSEIR.

This DSEIR has been prepared pursuant to the requirements of CEQA (California Public Resources Code, Division 13, Sections 21000, et seq.), the State CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Sections 15000, et seq.), and the City's CEQA Procedures. The overall purpose of this DSEIR is to inform the District's decision makers and the general public whether, as compared to the 2011 Approved Project, the Proposed Project would result in any new significant impacts or an increase in the severity of significant impacts of the 2011 Approved Project. The 2011 Approved Project is the "baseline" for the analysis in this DSEIR, and was used in preparing the Initial Study for the Proposed Project, to evaluate the potential impacts of the Proposed Project. The District, as the Lead Agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including, without limitation, by relying on applicable technical personnel and review of all technical subconsultant reports.

# *1. Executive Summary*

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Subsequent to approval of the Certified EIR, the City of Irvine prepared a Draft Second Supplemental Environmental Impact Report for the Heritage Fields 2012 General Plan Amendment and Zone Change Project at the MCAS El Toro site (2012 DSSEIR) that would modify the 2011 Approved Project, including an addition of a 2,600-student high school at the project site location. The actions analyzed in the 2012 DSSEIR are referred to as the 2012 Modified Project and summarized in Section 3.3.2, *Pending Environmental Documentation*. Because the 2012 DSSEIR is a pending environmental document that has not been certified by the City Council, actions and environmental impacts discussed in the 2012 OCGP DSSEIR have been separated out in this DSEIR. However, because it is a pending environmental document and is reasonable to assume that it could be approved in the near future, an alternate baseline condition under the 2012 DSSEIR has been included in the DSEIR. Although the 2012 Modified Project included a 2,600-student high school at the project location, it was not reviewed at a project-level since a site plan did not exist and specific on-site uses had not been determined, as discussed in Section 3.3.2 of the DSEIR.

Data and other information for this DSEIR was obtained from previous environmental documentation; onsite field observations; discussions with affected agencies; analysis of adopted plans and policies; review of available studies, reports, data and similar literature; and specialized environmental assessments (e.g., air quality analysis, greenhouse gas emissions analysis, noise analysis, and traffic impact analysis).

## *1.2 ENVIRONMENTAL PROCEDURES*

This DSEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the Proposed Project, as well as associated anticipated future discretionary actions and approvals for the Proposed Project, all as compared to the 2011 Approved Project. The six main objectives of this document as established by CEQA are listed below:

- 1) To disclose to decision makers and the public the significant environmental effects of proposed activities.
- 2) To identify ways to avoid or reduce environmental damage.
- 3) To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- 4) To disclose to the public reasons for agency approval of projects with significant environmental effects.
- 5) To foster interagency coordination in the review of projects.
- 6) To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed

# 1. Executive Summary

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project, the lead agency must consider the information contained in the EIR; determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines; determine that it reflects the independent judgment of the lead agency; adopt findings concerning the project's significant environmental impacts and alternatives; and adopt a Statement of Overriding Considerations ("SOC") if the proposed project would result in significant impacts that cannot be avoided.

## 1.2.1 EIR Format

This DSEIR has been formatted as described below.

**Table of Contents.** The table of contents provides a list of the chapters, sections, figures, and tables included in this DSSEIR and the associated page numbers where they can be found. The table of contents also includes a list of defined terms and abbreviations used in this DSEIR.

**Section 1. Executive Summary:** Summarizes the background and description of the Proposed Project, the format of this DSEIR, project alternatives, and the potential environmental impacts and mitigation measures identified for the Proposed Project. It also includes a discussion of any critical issues remaining to be resolved and areas of controversy.

**Section 2. Introduction:** Describes the purpose of this DSEIR, background on the Proposed Project, the Notice of Preparation/Initial Study ("NOP/IS"), the use of incorporation by reference, Final EIR certification, and mitigation monitoring requirements.

**Section 3. Project Description:** Includes a detailed description of the Proposed Project, the objectives of the Proposed Project, the Project Site location, approvals anticipated to be included as part of the Proposed Project, the necessary environmental clearances for the Proposed Project, and the intended uses of this DSEIR.

**Section 4. Environmental Setting:** Includes a description of the physical environmental conditions in the vicinity of the Project Site as they existed at the time the NOP/IS was published, from both a local and regional perspective. Ordinarily, the existing environmental setting provides the baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from a development project. However, because this is a Supplemental EIR that supplements the Certified EIR, the baseline used for the analyses in this DSEIR is the 2011 Approved Project.

**Section 5. Environmental Analysis:** For each environmental topic analyzed, the DSEIR provides a description of the affected environment, presenting an analysis for each of the environmental resource areas evaluated, a detailed analysis of the environmental impacts, and discussion of mitigation measures to reduce or eliminate any significant environmental impacts associated with the Proposed Project. Included for each environmental topic (e.g., Aesthetics, Air Quality, Transportation and Traffic) addressed in Section 5.0 is the identification and description of specific measures that serve to avoid or lessen potential significant impacts. Those measures and requirements fall into the following three categories:

- **Plans, Programs, and Policies ("PPPs").** These measures include existing regulatory requirements, plans and programs that would reduce or avoid impacts.

# *1. Executive Summary*

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- **Project Design Features (“PDFs”).** The analysis of each topic includes a description of any project design features incorporated as part of the 2011 Approved Project or the 2012 Modified Project that are intended and designed to reduce or avoid impacts.
- **Mitigation Measures (“MMs”).** For those issue areas where the impact analysis determines that implementation of the Proposed Project would result in significant impacts, as compared to the 2011 Approved Project, mitigation measures are recommended in accordance with the requirements of CEQA.

Each topical section first includes the PPPs and PDFs that apply to the 2011 Approved Project and the 2012 Modified Project, followed by any PPPs that apply to the Proposed Project. It is important to note that the Mitigation Agreement between the District and Heritage Fields provides for the site to be delivered to the District in a super pad condition, mass-graded and compacted, with backbone infrastructure installed (roadway, storm drains, sanitary sewer, water, etc.) and stubbed wet and dry utilities. Hence, the PPPs and PDFs that are relevant to the Project Site would have been implemented prior to the District’s acquisition of the Project Site.

**Section 6. Significant Unavoidable Adverse Impacts:** Describes the significant unavoidable adverse impacts of the Proposed Project.

**Section 7. Alternatives to the Proposed Project:** Describes the impacts of the alternatives to the Proposed Project, including the No Project/2011 Approved Project and Reduced Capacity Alternative, and compares the alternatives to the Proposed Project.

**Section 8. Impacts Found Not to Be Significant:** Briefly describes the potential impacts of the Proposed Project that the District determined in its Initial Study (Appendix A to this DSEIR) would not be significant and that therefore have not been discussed in detail elsewhere in this DSSEIR.

**Section 9. Significant Irreversible Changes Due to the Proposed Project:** Describes the significant irreversible environmental changes associated with the Proposed Project.

**Section 10. Growth-Inducing Impacts of the Proposed Project:** Describes the growth-inducing impacts of the Proposed Project.

**Section 11. Organizations and Persons Consulted:** Lists the people and organizations that were contacted during the preparation of this DSEIR for the Proposed Project.

**Section 12. Qualifications of Persons Preparing EIR:** Lists the people who prepared this DSEIR for the Proposed Project.

**Section 13. Bibliography:** A bibliography of the technical reports and other documentation used in the preparation of this DSEIR for the Proposed Project.

**Appendices.** The appendices to this DSEIR (presented in PDF format on a CD attached to the front cover) contain the following supporting documents:

- Appendix A: Notice of Preparation (“NOP”) and Initial Study
- Appendix B: NOP Responses

# 1. Executive Summary

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- Appendix C: Air Quality/ Greenhouse Gas (“GHG”) Technical Data
- Appendix D: Noise Data
- Appendix E: Public Service Correspondence
- Appendix F: Traffic Impact Analysis
- Appendix G: Irvine Ranch Water District Correspondence
- Appendix H: Water Supply Assessment
- Appendix I: Sewer and Water Master Plan Study

## 1.2.2 Type and Purpose of This DSEIR

According to Section 15121(a) of the CEQA Guidelines, the purpose of an EIR is to:

*Inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

This DSEIR analyzes the changes to the 2011 Approved Project that are being proposed by the Proposed Project. CEQA dictates when a supplemental or subsequent EIR is required for changes being made to a project that was previously analyzed under CEQA. Once a project has been approved based on a CEQA analysis contained in an EIR, or even in a negative declaration, and the EIR or negative declaration is no longer subject to challenge, CEQA section 21166 provides that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency" unless one of three circumstances apply: (1) substantial changes to the approved project will require major revisions to the certified EIR, (2) substantial changes occur with respect to the circumstances under which the approved project is being undertaken will require major revisions to the certified EIR, or (3) new information, that was not known and could not have been known at the time the EIR for the approved project was certified becomes available. (CEQA § 21166.)

In this case, in-depth review has already occurred and the time for challenging the sufficiency of the 2011 Certified EIR has long since expired (CEQA § 21167, subd. (c)). Moreover, as discussed below, no circumstances have changed enough to justify repeating a substantial portion of the process. The factors used to evaluate whether a subsequent or a supplemental EIR should be prepared are set forth in CEQA Guidelines 15162 and 15163, and relate to whether "major changes" to the EIR are required. CEQA Guidelines section 15162 clarifies what constitute major changes to the EIR. According to that Section, major changes to the EIR are those that are required either:

- "Due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;" (CEQA Guidelines § 15162, subd. (a)(1), (a)(2); see also, id., subd. (a)(3)(A), (a)(3)(B));
- Where "[m]itigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or" (id., subd. (a)(3)(C));
- Where "[m]itigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the

# *1. Executive Summary*

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environment, but the project proponents decline to adopt the mitigation measure or alternative." (Id., subd. (a)(3)(D).)

This Draft SEIR does not disclose any new significant environmental effects or any substantial increase in the severity of previously identified significant effect except for certain increases in Air Quality. Although the Proposed Project's impacts in this one area (operational air emissions) is increased, this is an area in which impact for the 2011 Approved Project was already previously identified as significant and unavoidable in the Certified EIR. No other significant impacts have been identified in this Draft SEIR.

This DSEIR is a project-level document that supplements the analyses in the Certified EIR. Section 15163 of the CEQA Guidelines provides that:

- (a) The lead or responsible agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:
  - 1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
  - 2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.
- (b) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.
- (c) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.
- (d) A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.
- (e) When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

In accordance with Section 15163 of the CEQA Guidelines, this document:

- Incorporates the Certified EIR by reference, as discussed in Section 3.3.1, *Previous Environmental Documentation*.
- Contains information necessary to make the Certified EIR adequate for the Proposed Project.
- Evaluates the potential environmental impacts of the changes to the 2011 Approved Project that are proposed by the Proposed Project.
- Focuses on the land uses of the Proposed Project and analyzes the potentially significant impacts of these proposed land uses, as compared to the 2011 Approved Project.
- Updates where necessary information relating to the resources in the vicinity of the Project Site that will be affected by the Proposed Project.

# 1. Executive Summary

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- Updates where necessary the discussion of cumulative impacts, project alternatives, growth inducing impacts and other required sections of this DSEIR.

The Proposed Project changes to the 2011 Approved Project are summarized below in Section 1.4, *Project Description*, and more fully described in Chapter 3 of this DSEIR. The analysis contained in this DSEIR confirms that the Certified EIR is adequate for the Proposed Project, with the updated information contained herein.

## 1.3 PROJECT LOCATION

As used in this DSEIR, the term "Project Site" refers to the 40.3-acre area at the southeast corner of Irvine Boulevard and future "B" Street, as aligned in the Orange County Great Park Plan, east of Sand Canyon and Highway 133, and west of Alton and Bake Parkways, in the City of Irvine, Orange County. As shown in Figure 3-1, *Regional Location*, the project site is near the eastern boundary of the City of Irvine, and the City of Irvine is in close proximity to the cities of Tustin, Santa Ana, Costa Mesa, and Newport Beach on the west side, and cities of Lake Forest, Laguna Hills, Laguna Woods, and unincorporated Orange County on the east side. The project site is on a portion of the former Marine Corps Air Station El Toro (MCAS El Toro), in Planning Area 51 of the Orange County Great Park, as identified by the City of Irvine General Plan. The City of Irvine is divided into 51 different Planning Areas and the Orange County Great Park encompasses PA 30 and PA 51 as shown in Figure 3-1. Locally, the Project Site is in Development District 5 of the Planning Area known as the Great Park Neighborhoods, which consists of nine Development Districts. The Great Park Neighborhoods is also known as the Heritage Fields Development. Figure 3-2, *Planning Areas*, shows the Project Site in reference to the City's Planning Areas, and Figure 3-3, *Development District Map*, in context of Development Districts. As shown in Figure 3-4, *Aerial Photograph*, the irregularly-shaped Project Site is surrounded by vacant properties previously developed as part of the MCAS El Toro, and covers portions of now abandoned C Street.

## 1.4 PROJECT SUMMARY

The District is proposing development of a 40.3-acre comprehensive high school with a maximum enrollment capacity of 2,600 students and a full complement of buildings and athletic amenities. The total enrollment capacity is inclusive of future portable classroom buildings as outlined in the proposed site plan (see Figure 3-5, *Conceptual Site Plan*). The school buildings would include the following buildings totaling approximately 243,500 square feet<sup>1</sup>:

- Administrative/food service building: 20,000 square feet
- 720-seat performing arts center: 29,000 square feet
- Electives Building (Performing/Digital Arts & Visual Arts): 26,000 square feet
- Campus Center (Student Union/Library): 15,500 square feet
- 2-Story Classroom Building 1: 39,000 square feet
- 2-story Classroom Building 2: 39,000 square feet
- 2-story Science Building: 25,000 square feet
- Main Gymnasium with 1,940 bleacher seats: 30,000 square feet
- Locker room: 11,000 square feet

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<sup>1</sup> The building square footages have been rounded up to allow for possible changes.

# *1. Executive Summary*

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- Aquatics complex: 6,000 square feet
- Stadium concessions 1 & 2: 3,000 square feet

Although not included in the total square footage, a practice gymnasium and 10 portable classrooms are planned in the future. The addition of 10 portable classrooms in the future would allow the maximum 2,600 enrollment capacity to be reached. The building heights would range from minimum 16 feet and 8 inches tall for the stadium concession building to 55 feet tall for the performing arts theater (see Figures 3-6a and 3-6b, *Performing Arts Center Building Elevations*).

## Pavement and Hardscape

The parking lots would encompass approximately 7.1 acres (308,100 square feet); 1.33 acres (57,800 square feet) for Lot A, 0.83 acre (36,000 square feet) for Lot B, 4.45 acres (194,000 square feet) for Lot C, and other miscellaneous pavement areas. The total non-parking asphalt pavement would be 0.59 acre (25,500 square feet) for the basketball courts and other hardscape surfaces (e.g., tennis courts and walkways) would total approximately 6.37 acres (277,500 square feet).

## Athletic Facilities

The school's sports and recreational amenities would include a 2,940-seat stadium for football, track, soccer, and lacrosse on artificial turf field and synthetic track, aquatics complex, hard courts, tennis courts, softball/baseball/soccer fields, shot put area, and discus throw area. The artificial turf field and synthetic track, aquatics complex, and softball/baseball/soccer fields would be equipped with nighttime lighting and PA systems. The main gymnasium would have 1,940 bleacher seats.

**Stadium Bleachers:** The 2,940-seat stadium would be comprised of the 1,740 -seat home side bleachers and 1,200-seat visitor side bleachers. The home side bleachers would be on the south side, and approximately 206 feet wide, 55 feet deep, and 20 feet tall. The visitor side bleachers would be on the north side, and approximately 223 feet wide, 35 feet deep, and 14 feet tall. The ramps would be compliant with the Americans with Disabilities Act (ADA). The bleachers are planned to be installed after the initial opening of the school.

**Track and Field:** The track would be comprised of decomposed granite (DG) and the practice field would be comprised of grass. The practice field may be converted to synthetic turf when the bleachers and lighting improvements are completed. The track would also be rubberized with the upgraded stadium in the future.

**Lighting:** The stadium would include four light poles, two on the home side and two on the visitor side of the bleachers. The light poles would not exceed 100-feet in height. The light poles would be constructed in conjunction with the bleachers after the initial opening of the school.

Although details are not available at this time, the District plans to include lights at the pool complex. The other ball fields and tennis courts would not have lighting for evening use.

**Public Address System:** The stadium would have a "localized" public address system at each light pole, mounted at approximately 21 feet from the ground.



# *1. Executive Summary*

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## Stormwater Retention Basin

The campus would include underground retention tanks to control stormwater.

## Parking and Access

The high school campus would provide 747 parking spaces: 219 spaces in Lot A, 61 spaces in Lot B, and 467 spaces in Lot C. Lot A and Lot B would be internally connected and have access via two driveways on B Street and two driveways on LQ Street. The easterly driveway for Lot B on LQ Street would be aligned with the offsite roadway. Lot C would be accessed via three driveways on LQ Street and the center access for Lot C would be aligned with the offsite roadway. Separate student drop-off/pick-up aisles would be provided in Lots A, B, and C and no parking or drop-off lanes would be permitted on either B or LQ Streets.

## Security Features

Due to recent tragedies that have occurred on school campuses, IUSD recognizes the need for implementing certain security features at the new campus. These features may include fencing between buildings in the academic core so that the school would have the ability to lock down the campus in case of an emergency. Other security features that would include but not limited to security cameras, communication systems, design features, and operational techniques.

## School Hours

The high school would normally operate from between 7:00 to 7:30 AM to between 2:40 to 3:40 PM, Monday through Friday, with approximately 35 min lunch hours starting 11:30 AM to 12:30 PM. The starting time would depend on the operation of 0 period, if the final bell schedule provides a 0 period, the school would likely start around 7:00 AM and end around 3:00 to 3:40 PM. And for the bell schedule without a 0 period, 1<sup>st</sup> period would start around 7:30 AM and end around 2:40 PM. In addition to the normal school hours, the high school would provide afterschool activities and practices that could continue until 10 PM, seasonally. The school would have open campus policy as other District high schools.

## Athletic Event Schedule

The following table provides a description of the activities occurring within the various on-campus venues, including season, number of events, typical attendance levels, time of day and whether lights are used. This event schedule is based on the District's experience with similar facilities and includes both school and community use. School use would consume the vast majority of the available time, but community use may also occur as required under the Civic Center Act. The District will manage the facility in conjunction with other campus facilities to minimize conflicts and impacts on neighboring uses. The District will form a Stadium Use Advisory Committee similar to the Committee for the University High School Stadium, which will ensure that the use of the stadium remains within the parameters of the project description in this DSEIR.

# 1. Executive Summary

## High School No. 5 Tentative Event Schedule

Use/Activity	Season	Number per Season	Attendance	Day	Time		Lighted?	
					Start	End		
<b>LIGHTED STADIUM (max 2,940 seats)</b>								
Football Game – Var	Sept–Mid Nov	5	Avg. 1,000	Fri	6:30 PM	10 PM	Yes	
Football Game – JV		5	50	Th/Fr	3 PM	6 PM	No	
Football Game – Fros/Soph		5	50	Th/Fr	3 PM	6 PM	No	
Football Practice					Daily	2 PM	6 PM	No
Marching Band Practice					Daily	2 PM	6 PM	No
Color Guard Practice				Daily	2 PM	6 PM	No	
Cheerleading Practice				Daily	2 PM	6 PM	No	
Boys Soccer Game	Mid Nov–Feb	10	100	Varies	3 PM	9 PM	Yes <sup>1</sup>	
Girls Soccer Game	Mid Nov–Feb	10	100	Varies		9 PM	Yes	
Soccer Practice	Dec–Feb			Daily	2 PM	6 PM	No	
Track Meets	Mar–June	4	200	Wed/Th	3 PM	8 PM	Yes <sup>1</sup>	
Track Practice	Mar–June				2 PM	6 PM	No	
<b>Graduation</b>	<b>June</b>	<b>1</b>	<b>3,000</b>	<b>Varies</b>	<b>5 PM</b>	<b>8 PM</b>	<b>Yes<sup>1</sup></b>	
Sat Community Events				Sat	8 AM	10 PM	TBD	
<b>LIGHTED AQUATICS COMPLEX</b>								
Boys Water Polo Game	Sept–Nov	10	100	Varies	3 PM	6 PM	No	
Boys Water Polo Practice	Sept–Nov			Daily	3 PM	8 PM	Yes	
Girls Water Polo Game	Dec – Feb	10	100	Varies	3 PM	6 PM	Yes	
Girls Water Polo Practice	Dec – Feb			Daily	3 PM	8 PM	Yes	
Boys & Girls Swimming Game	Mar - Jun	5	150	Varies	3 PM	8 PM	Yes	
Swimming Practice	Mar - Jun			Daily	3 PM	8 PM	Yes	
Sat Community Events	TBD			Sat	6 AM	10 PM	Yes	
<b>GYMNASIUM (1,940 seats)</b>								
Girls Volleyball Game	Sept–Nov	10	150	Varies	3 PM	7 PM	n/a	
Boys & Girls Basketball Game	Dec - Feb	10	Avg. 400	Varies	3 PM	10 PM	n/a	
Wrestling Game	Dec - Feb	5	100	Varies	5 PM	9 PM	n/a	
Boys Volleyball Game	Mar - Jun	10	150	Varies	5 PM	7 PM	n/a	
Sat Community Events	TBD			Sat	8 AM	10 PM	n/a	
<b>BALL FIELDS</b>								
Baseball Game	Mar - Jun	10	75	Varies	3 PM	7 PM	No	
Baseball Practice				Daily	3 PM	7 PM	No	
Softball Game	Mar - Jun	10	50	Varies	3 PM	7 PM	No	
Softball Practice				Daily	3 PM	7 PM	No	
Sat Community Events	TBD			Sat	8 AM	10 PM	TBD	
<b>PERFORMING ARTS THEATER (720 seats)</b>								
Weekday Events				TBD	6 PM	10 PM	n/a	
Sat Events				Sat	8 AM	10 PM	n/a	

<sup>1</sup> The events may not be lighted.

# 1. Executive Summary

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## Project Phasing

The high school is estimated to start construction activities in March 2014, and be opened in 2016. However, the actual start of construction is dependent on the necessary approvals. Use of state funds and participation in the State Facilities Program will require approvals from the California Department of Education (CDE), Department of Toxic Substances Control (DTSC), and the Division of the State Architect. The school would open with 9th and 10th grade students and then add 11th and 12th grade students in the next two years.

## Plans, Programs, and Policies for IUSD

The following project plans, programs, and policies (PPPs) have been incorporated into the Proposed Project and have been assumed in the analyses of this DSEIR. Some of these PPPs have already been included as part of the 2011 Approved Project and 2012 Modified Project as identified in the relevant sections.

- IUSD 2-1 **Building Energy Efficiency:** Buildings will be constructed with the goal of achieving a 20 percent higher energy efficiency than the applicable standards set forth in the 2008 California Building and Energy Efficiency Standards (Title 24, Part 6 of the California Building Code) or meet the standards in effect at the time of issuance of building permit.
- IUSD 2-2 **SCAQMD Rule 201 – Permit to Construct:** The SCAQMD requires developers who build, install, or replace any equipment or agricultural permit unit, which may cause new emissions of or reduce, eliminate, or control emissions of air contaminants to obtain a permit to construct from the Executive Officer.
- IUSD 2-3 **SCAQMD Rule 402 – Nuisance Odors:** The SCAQMD prohibits the discharge of any quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property to be emitted within the SoCAB.
- IUSD 2-4 **SCAQMD Rule 403 – Fugitive Dust (PM<sub>10</sub> and PM<sub>2.5</sub>):** The SCAQMD prohibits any person to cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that: (a) the dust remains visible in the atmosphere beyond the property line of the emission source; or (b) the dust emission exceeds 20 percent opacity (as determined by the appropriate test method included in the Rule 403 Implementation Handbook) if the dust emission is the result of movement of a motorized vehicle.
- IUSD 3-1 **Title 24 Code Cycles: Net-Zero Buildings:** The California Public Utilities Commission adopted its Long-Term Energy Efficiency Strategic Plan on September 18, 2008, presenting a roadmap for all new residential and commercial construction to achieve a zero-net energy standard. This Plan outlines the goal of reaching zero net energy in residential construction by 2020 and in commercial construction by 2030. Achieving this goal will require increased stringency in each code cycle of California's Energy Code (Title 24).

## *1. Executive Summary*

---

- IUSD 3-2 **Low-Flow Fixtures:** The Proposed Project incorporates low-flow water fixtures that will meet the requirements of the California Green Building Standards Code standards. Prior to issuance of building permit, the District or its successor shall submit evidence to the satisfaction of the Division of the State Architect that toilets, urinals, sinks, showers, and other water fixtures installed on-site are low-flow water fixtures that meet the California Green Building Standards Code standards.
- IUSD 3-3 **Landscaping and Irrigation Systems:** The Proposed Project incorporates automated, high-efficiency landscaping irrigation systems on all master landscaped areas that reduce water use, such as evapotranspiration “smart” weather-based irrigation controllers, and bubbler irrigation; low-angle, low-flow spray heads; moisture sensors; and use of a California-friendly landscape palette. Prior to approval of landscape plans, the Irvine Unified School District shall submit evidence to the satisfaction of the Division of the State Architect that such landscaping irrigation systems will be installed so as to make the Proposed Project consistent with the intent of the California Water Conservation in Landscaping Act of 2006 (“AB 1881”), including provisions to reduce the wasteful, uneconomic, inefficient, and unnecessary consumption of water.
- IUSD 3-4 **Use of Reclaimed Water on All Master Landscaped Areas:** Prior to approval of landscape plans, the Irvine Unified School District shall submit evidence to the satisfaction of the Irvine Unified School District and the Irvine Ranch Water District (“IRWD”) that the landscape plans incorporate the use of reclaimed water in all master landscaped areas, including master landscaped commercial, multifamily, common, roadways, and park areas. Master landscapes shall also incorporate weather-based controllers and efficient irrigation system designs to reduce overwatering, combined with the application of a California-friendly landscape palette.
- IUSD 3-5 **Material Recovery:** The Proposed Project incorporates measures to reduce waste generated by Proposed Project Site occupants and visitors, and to encourage recycling of solid wastes, utilizing the Orange County Integrated Waste Management Department's material recovery facilities to recycle glass, plastic, cans, junk mail, paper, cardboard, greenwaste (e.g., grass, weeds, leaves, branches, yard trimmings, and scrap wood), and scrap metal. Future employees, residents, and customers would participate in these programs.
- IUSD 4-1 California Education Code Section 17213.1 requires that the District follow a prescribed environmental review process with oversight by the Department of Toxic Substances Control (DTSC). The District is required to obtain site approval from DTSC, indicating that the site does not pose a risk to human health or the environment, and that “no further action” is required with respect to the investigation or remediation of any hazardous substances.
- IUSD 6-1 The District shall follow the standards provided in the City’s Noise Ordinance (Title 6 (Public Works), Division 8 (Pollution), Chapter 2 (Noise) of the Irvine Municipal Code). The provisions of this chapter are applicable to non-transportation-related stationary noise sources. It outlines the noise level measurement criteria; establishes the noise zones and the maximum permitted exterior and interior noise standards in each zone; and discloses special noise provisions for construction, truck delivery, and maintenance activities. For example, as outlined in Section 6-8-205 of the Noise Ordinance, no construction shall be permitted outside of the hours of 7:00 AM to 7:00 PM Monday through Friday and 9:00 AM to 6:00

# 1. Executive Summary

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PM Saturdays, unless a temporary waiver is granted by the City's Chief Building Official or authorized representative. Trucks, vehicles, and equipment that are making, or are involved with, material deliveries, loading, or transfer of materials, equipment service, maintenance of any devices or appurtenances for or within any construction project in the City shall not be operated or driven on City streets outside of these hours or on Sundays and federal holidays unless a temporary waiver is granted by the City. Any waiver granted shall take impact upon the community into consideration. No construction activity will be permitted outside of these hours except in emergencies including maintenance work on the City rights-of-way that might be required.

**IUSD 6-2 Construction Noise:** Prior to initiation of grading, the District shall incorporate the following measures as a note on the grading plan cover sheet to ensure that the greatest distance between noise sources and sensitive receptors during construction activities has been achieved, and that construction noise has been reduced.

- During construction activities, all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, consistent with manufacturers' standards. All stationary construction equipment shall be placed so that emitted noise is directed away from the noise-sensitive receptors nearest the Proposed Project Site boundaries.
- Equipment shall be staged in areas that will create the greatest distance between construction-related noise sources and the noise-sensitive receptors nearest the Proposed Project Site during all project construction.
- All construction-related activities shall be restricted to the construction hours outlined in the City's Noise Ordinance (Municipal Code Section 6-8-205).
- Haul truck and other construction-related trucks traveling to and from the Proposed Project Site shall be restricted to the same hours specified for the operation of construction equipment. To the extent feasible, haul routes shall not pass directly by sensitive land uses or residential dwellings.
- Where construction will occur adjacent to any developed/occupied noise-sensitive uses, a construction-related noise mitigation plan shall be submitted the Director of Community Development for review and approval. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of the Project, through the use of such methods as: (1) temporary noise attenuation fences; (2) preferential location of equipment; and (3) use of current technology and noise-suppression equipment.

**IUSD 6-2** The stadium shall be designed similar to the District's facility at University High School; that is, with enclosed foot wells, and solid walls along the backs of the bleachers, and similar specifications for the PA system. The PA system shall be a 'localized' system to the extent feasible with speakers mounted on several poles/structures which are relatively close to the respective bleacher sections. The goal is to have appropriate audio coverage throughout each set of bleachers to facilitate proper intelligibility, yet keeping the acoustical output for any individual speaker as low as practical (to preclude undesirable

## *1. Executive Summary*

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‘spill-over’ effects into the surrounding community). As with the University High School stadium project, the final design and installation of the PA system will be conducted following the physical construction of the stadium facilities such that the acoustical characteristics and limitations of the as-built stadium can be to effectively addressed.

- IUSD 6-3 The District shall develop and enforce a good-neighbor policy for use of athletic fields. Signs shall be erected at entry points that state prohibited activities (e.g., use of air horns, unapproved audio amplification systems, bleacher foot-stomping, boisterous activity in parking lots, etc.).
- IUSD 7-1 The District shall comply with all Division of the State Architect approvals for fire and life safety, including sign off by Orange County Fire Authority.
- IUSD 7-2 Structures shall have automatic fire sprinkler systems where required.
- IUSD 7-3 The District shall install a supervised fire alarm system per the requirements of the California Fire Code in an accessible location with annunciator.
- IUSD 7-4 The District shall provide access to and around structures to meet Orange County Fire Authority and California Fire Code requirements
- IUSD 7-5 The District shall provide a water supply system to supply fire hydrants and automatic fire sprinkler systems with fire hydrant spacing in accordance with Division of State Architect requirements.
- IUSD 7-6 Turning radius and access in and around the project site and buildings shall be designed to accommodate large fire department vehicles and their weight.
- IUSD 7-7 All electrically operated gates within the Project Site shall install emergency opening devices as approved by the Orange County Fire Authority.
- IUSD 7-8 Where feasible, ensure that pedestrian and vehicular traffic are physically separated throughout the campus, including walkways, parking areas, driveways, and access roads.
- IUSD 7-9 Minimize unauthorized pedestrian and vehicular entry points onto the campus through the appropriate use of fencing, gates, bollards, and effective signage.
- IUSD 7-10 Design pedestrian walkways to maximize alignment with crosswalks on adjacent public streets to limit jaywalking and other unsafe crossing of streets.
- IUSD 7-11 Ensure that public address announcements can be heard by all students and staff in all indoor and outdoor areas including outdoor assembly areas and athletic areas.
- IUSD 7-12 Install infrastructure to provide for future video surveillance cameras.
- IUSD 7-13 Ensure that office and classroom doors can be quickly locked from the inside, and that, where feasible, employees have visibility outside of doors either through windows or door viewers.

# 1. Executive Summary

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- IUSD 7-14      Ensure that students and staff can evacuate classrooms and offices in emergencies through a secondary door whenever possible.
- IUSD 7-15      Ensure that all outdoor lighting meets pedestrian code requirements.
- IUSD 7-16      Consider having all parking spaces in student and staff lots unmarked with names or titles of students or employees. Spaces can be marked with “Student” or “Staff” as appropriate.

## 1.5 SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines (Section 15126[a]) state that an EIR must address “a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.”

As described in Chapter 7, *Alternatives*, of this DSEIR, the following two project alternatives were identified and analyzed, and their impacts were compared to the impacts of the Proposed Project:

- No Project/2011 Approved Project Alternative
- Reduced Capacity Alternative

Selection of the alternatives was based, in part, on their potential ability to reduce or eliminate significant impact of the Proposed Project determined to be significant and unavoidable, which is air quality.

Please refer to Chapter 7 for a complete discussion of how the alternatives were selected and the relative impacts associated with each alternative. The following presents a summary of each of the alternatives analyzed in the DSEIR. Project objectives are outlined in Chapter 3, *Project Description*, of this DSEIR.

### 1.5.1 No Project/2011 Approved Project Alternative

This No Project/2011 Approved Project Alternative is the scenario under which the Proposed Project would not proceed on the Project Site, and the development plans permitted under the 2011 Approved Project would be built in its place on the Project Site. Although no vested development plans exist for the Project Site, it is designated as TTOD zone and approved for uses such as residential, commercial, recreational, and education uses that support the multi-use environment of the Great Park Neighborhoods.

#### Ability to Reduce Environmental Impacts

This No Project/2011 Approved Project Alternative would not avoid or substantially reduce the significance level of any of the impacts of the Proposed Project discussed above.

### 1.5.2 Reduced Capacity Alternative

Under this alternative, the capacity of the high school would be reduced by about 30 percent to 1,820 students. The onsite building area would be reduced by 30 percent from 237,511 square feet to approximately 166,257 square feet. Also, the football stadium would be eliminated and replaced with a lighted football field and track with a nominal number of bleacher seats. Junior Varsity and freshman events could occur at the field along with practices, while major spectator events such as Friday night

# *1. Executive Summary*

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football games and graduation would be held at other existing District stadiums. The reduced capacity and reduced construction would reduce the amount of activity occurring at this location and hence, reduce certain localized impacts.

## Ability to Reduce Impacts

This alternative would slightly reduce certain impacts around the Project Site, such as air quality and noise. However, the alternative would accomplish these local reductions at the cost of increased impacts at existing high schools and at the cost of regional impacts, including increased VMT and air pollution. Many of the other impacts would be similar to the Proposed Project.

### *1.5.3 Environmentally Superior Alternative*

CEQA requires a lead agency to identify the “environmentally superior alternative” when significant environmental impacts result from the Proposed Project, if one exists. In cases where the “No Project” Alternative is environmentally superior to the Proposed Project, an environmentally superior development alternative should be identified as well.

The alternatives analysis in this DSEIR differs from a typical alternatives analysis contemplated in CEQA in that the 2011 Approved Project is the baseline conditions to assess project impacts. The CEQA Guidelines (Section 15126[a]) state that an EIR must address “a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. As noted, the only significant and unavoidable impact of the Proposed Project is Air Quality, which primarily results from operations-related traffic. What this analysis has shown is the District is legally obligated to house all students of high school age and the District does not have control over the development decisions that generate population growth.

If the District chooses not to build the high school at the Project Site (i.e., No Project/2011 Approved Project Alternative) or reduce the size of the high school (i.e., Reduced Capacity Alternative), it must find other ways to accommodate these students. While it would require a change in District policy to allow its existing high schools to increase in size, this is what is most likely to occur under either of these two alternatives. Housing the students residing in this developing area at existing high schools would have the opposite effect intended in seeking alternatives that would reduce significant impacts. In this instance, both the No Project/2011 Approved Project Alternative and the Reduced Capacity Alternative would increase home to school trip lengths and result in greater air pollution. These two alternatives are inferior to the Proposed Project.

## *1.6 ISSUES TO BE RESOLVED*

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the Proposed Project, the major issues to be resolved include decisions by the District, as lead agency, related to the following:

1. Whether this DSEIR adequately analyzes the environmental impacts of the Proposed Project, as compared to the 2011 Approved Project.



## *1. Executive Summary*

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2. Whether the benefits of the Proposed Project override its environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the Proposed Project is compatible with the character of the existing area.
4. Whether the identified project design features and mitigation measures should be adopted and/or modified.
5. Whether there are other mitigation measures that should be adopted for the Proposed Project in addition to the mitigation measures recommended in the DSEIR.
6. Whether there are any alternatives to the Proposed Project that would reduce or avoid any of its significant impacts and achieve most of its basic project objectives.

### *1.7 AREAS OF CONTROVERSY*

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the DSEIR must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. This DSEIR has taken into consideration the comments received from the various agencies and jurisdictions in response to the NOP. Written comments received during the NOP period, which extended from May 1 to May 30, 2013, are contained in Appendix B of this DSEIR. A summary of the NOP comments is provided in Section 2.2, *Notice of Preparation and Initial Study*, of this DSEIR. The issues concerning the Project Site's proximity to James A. Musick Facility is discussed in Section 5.5, *Land Use and Planning*.

### *1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION*

Table 1-1 summarizes the conclusions of the environmental analyses contained in this DSEIR. Table 1-1 includes a summary of the environmental impacts of the Proposed Project, mitigation measures that reduce potential significant impacts of the Proposed Project; and the level of significance of each significant impact after implementation of mitigation measures.

# *1. Executive Summary*

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Table 1-1  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Mitigation Measures	Level of Significance Before Additional Mitigation	Level of Significance After Additional Mitigation
<b>5.1 AESTHETICS</b>			
5.1-1 Development of the Proposed Project would change, but not substantially degrade, the visual character of the project area compared to land uses to be developed under the 2011 Approved Project.	No mitigation measures are required.	Less than significant	Less than significant
5.1-2 Development of the Proposed Project would not result in substantially greater light and glare impacts compared to land uses proposed in the 2011 Approved Project.	<p>AE-1 Irvine Unified School District (IUSD) shall design exterior lighting to minimize off-site spillover and glare. Designs shall include specifications for light pole locations, heights, luminaires, shields, etc. such that site-specific photometric plans demonstrate spillover horizontal foot-candle (fc) levels do not exceed 2.0 fc at the property boundary opposite LQ Street, 0.10 fc at the base of the interior berm of western boundary of the Wildlife Corridor Feature, and 0.5 fc where adjacent to any other sensitive biological resources. IUSD shall take a field measurement after nighttime lighting installation to demonstrate that actual spill light levels adjacent to sensitive resources are a close match to the levels presented by the photometric plans. Each luminaire affixed on the poles shall be adjusted so that no lighting levels exceed 2.0 fc, 0.10 fc or 0.5 fc as specified above, respectively.</p> <p>AE-2 Events shall be scheduled to ensure that field activities are concluded by 10 PM and field lights are off or substantially dimmed (allowing for safe exit) by 10 PM.</p>	Less than significant	Less than significant
<b>5.2 AIR QUALITY</b>			
5.2-1 Like the 2011 Approved Project, the Proposed Project is consistent with the applicable Air Quality Management Plan.	No mitigation measures are required.	Less than significant	Less than significant

# 1. Executive Summary

*Table 1-1  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*

<i>Environmental Impact</i>	<i>Mitigation Measures</i>	<i>Level of Significance Before Additional Mitigation</i>	<i>Level of Significance After Additional Mitigation</i>
5.2-2 Construction emissions of the Proposed Project would, like the 2011 Approved Project, exceed SCAQMD's emissions thresholds for VOC.	<p>AQ-1 Prior to construction contract award, the Irvine United School District shall specify in the construction bid that the construction contractor shall use interior and exterior paints and primers with a volatile organic compound (VOC) content of 30 grams per liter (g/L) or less in order to minimize VOC emissions from painting. Use of low VOC interior and exterior paints and primers (e.g., water-based) shall be noted on building plans.</p> <p>Use coatings and solvents with a volatile organic compound (VOC) content lower than required under SCAQMD Rule 1113 (i.e., Super Compliant Paints). All architectural coatings shall be applied either by (1) using a high-volume, low-pressure spray method operated at an air pressure between 0.1 and 10 pounds per square inch gauge to achieve a 65 percent application efficiency; or (2) manual application using a paintbrush, hand-roller, trowel, spatula, dauber, rag, or sponge, to achieve a 100 percent applicant efficiency. The construction contractor shall also use precoated/natural colored building, where feasible. Use of low-VOC paints and spray method shall be included as a note on architectural building plans.</p> <p>AQ-2 Prior to construction contract award, the Irvine United School District shall specify in the construction bid that the construction contractor shall take the following measures:</p> <ul style="list-style-type: none"> <li>• Utilize off-road construction equipment that conforms to Tier 3 of the United States Environmental Protection Agency, or higher emissions standards for construction equipment over 50 horsepower that are commercially available. The construction contractor shall be made aware of this requirement prior to the start of construction activities. Use of commercially available Tier 3 or higher off-road equipment, which is:</li> <li>• Year 2006 or newer construction equipment for engines rated equal to 175 horsepower (hp) and greater;</li> <li>• Year 2007 and newer construction equipment for engines rated equal to 100 hp but less than 175 hp; and</li> </ul>	<b>Potentially Significant</b>	Less than significant

Table 1-1  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

<i>Environmental Impact</i>	<i>Mitigation Measures</i>	<i>Level of Significance Before Additional Mitigation</i>	<i>Level of Significance After Additional Mitigation</i>
	<ul style="list-style-type: none"> <li>• Year 2008 and newer construction equipment for engines rated equal to or greater than 50 hp but less than 100 hp.</li> </ul> <p>The requirement to use such equipment shall be stated on all grading plans. The construction contractor shall maintain a list of all operating equipment in use on the project site. The construction equipment list shall state the makes, models, and numbers of construction equipment on-site.</p> <ul style="list-style-type: none"> <li>• Water exposed soils at least three times daily and maintain equipment and vehicle engines in good condition and in proper tune.</li> <li>• Wash off trucks leaving the site.</li> <li>• Replace ground cover on construction sites when it is determined that the site will be undisturbed for lengthy periods.</li> <li>• Reduce speeds on unpaved roads to less than 15 miles per hour.</li> <li>• Halt all grading and excavation operations when wind speeds exceed 25 miles per hour.</li> <li>• Suspend all emission generating activities during smog alerts.</li> <li>• Use propane- or butane-powered on-site mobile equipment instead of diesel/gasoline, whenever feasible.</li> <li>• Properly maintain diesel-powered on-site mobile equipment.</li> <li>• Prohibit nonessential idling of construction equipment to five minutes or less in compliance with California Air Resources Board’s Rule 2449.</li> <li>• Sweep streets with SCAQMD Rule 1186 compliant PM10-efficient vacuum units at the end of the day if substantial visible soil material is carried over to the adjacent streets.</li> <li>• Use electricity from power poles rather than temporary on-site diesel- or gasoline-powered generators, whenever feasible.</li> <li>• Use of low-VOC asphalt.</li> <li>• Maintain a minimum 24-inch freeboard on trucks hauling dirt, sand, soil, or other loose materials and tarp materials with a fabric cover or other suitable means.</li> </ul>		

# 1. Executive Summary

*Table 1-1  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*

<i>Environmental Impact</i>	<i>Mitigation Measures</i>	<i>Level of Significance Before Additional Mitigation</i>	<i>Level of Significance After Additional Mitigation</i>
	<ul style="list-style-type: none"> <li>• Provide temporary traffic controls (e.g., flag persons) during all phases of construction to ensure minimum disruption of traffic.</li> <li>• Schedule construction activities that affect traffic flow on adjoining streets to off-peak hours to the extent possible.</li> <li>• Reroute construction trucks away from congested streets, whenever feasible.</li> <li>• Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site, whenever feasible.</li> </ul>		
5.2-3 Long-term operation of the Proposed Project would, like the 2011 Approved Project, would exceed SCAQMD's emissions thresholds for VOC.	<p><i>Operational Phase</i></p> <p>AQ-3 Prior to initiation of construction, the Irvine Unified School District shall have approved an operation-emissions mitigation plan. The plan shall identify implementation procedures for each of the following emissions reduction measures and all feasible mitigation measures shall be implemented. If certain measures are determined infeasible, an explanation thereof shall be provided.</p> <ul style="list-style-type: none"> <li>• Utilize built-in energy-efficient appliances to reduce energy consumption and emissions.</li> <li>• Utilize energy-efficient and automated controls for air conditioners and lighting to reduce electricity consumption and associated emissions.</li> <li>• Install special sunlight-filtering window coatings or double-paned windows to reduce thermal loss, whenever feasible.</li> <li>• Utilize light-colored roofing materials as opposed to dark roofing materials to conserve electrical energy for air-conditioning.</li> <li>• Ensure that whenever feasible, truck traffic is diverted from local roadways to off-peak periods.</li> <li>• Centralize space heating and cooling for multiple-family dwelling units and commercial space.</li> <li>• Use solar energy, when feasible.</li> <li>• Use high rating insulation in walls and ceilings.</li> </ul> <p>AQ-4 The District shall implement an employee commute trip reduction</p>	<b>Potentially Significant</b>	<b>Significant and Unavoidable</b> Like the 2011 Approved Project, long-term operation of the Proposed Project would result in significant and unavoidable impacts due to emissions of VOC. Mitigation Measures AQ-3 through AQ-4 would reduce operational phase air quality impacts to the extent feasible. However, like the 2011 Approved Project, Impact 5.2-3 would remain significant and unavoidable even after mitigation.

Table 1-1  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

<i>Environmental Impact</i>	<i>Mitigation Measures</i>	<i>Level of Significance Before Additional Mitigation</i>	<i>Level of Significance After Additional Mitigation</i>
	plan to reduce vehicle trips including: the promotion of carpool incentives and alternative work schedules, easy access to public transit systems, trail linkages between uses, low emissions vehicles fleets, and the provision of on-site facilities such as bicycle parking facilities.		
5.2-4 As compared to the 2011 Approved Project, construction of the Proposed Project would not expose sensitive receptors to significant air pollutant concentrations	No mitigation measures are necessary.	Less than significant	Less than significant
5.2-5 As compared to the 2011 Approved Project, operation of the Proposed Project would not expose sensitive receptors to elevated concentrations of CO at intersections.	No mitigation measures are necessary.	Less than significant	Less than significant
<b>5.3 GREENHOUSE GAS EMISSIONS</b>			
5.3-1 The Proposed Project, like the 2011 Approved Project, would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.	No mitigation measures are necessary.	Less than significant	Less than significant
5.3-2 Like the 2011 Approved Project, the Proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.	No mitigation measures are necessary.	Less than significant	Less than significant
<b>5.4 HAZARDS AND HAZARDOUS MATERIALS</b>			
5.4-1 the Project Site does not contain one or more pipelines, situated underground or aboveground, which carry hazardous substances, acutely hazardous materials,	No mitigation measures are required.	Less than significant	Less than significant

# 1. Executive Summary

*Table 1-1  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*

<i>Environmental Impact</i>	<i>Mitigation Measures</i>	<i>Level of Significance Before Additional Mitigation</i>	<i>Level of Significance After Additional Mitigation</i>
or hazardous wastes.			
5.4-2 The Project Site is not located near an aboveground water or fuel storage tank or within 1,500 feet of an easement of an aboveground or underground pipeline that can pose a safety hazard to the site.	No mitigation measures are required.	Less than significant	Less than significant
5.4-3 The Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	No mitigation measures are required.	Less than significant	Less than significant
5.4-4 The Proposed Project would not create an air quality hazard due to the placement of a school within one-quarter mile of: (a) permitted and nonpermitted facilities identified by the jurisdictional air quality control board or air pollution control district; (b) freeways and other busy traffic corridors; (c) large agricultural operations; and/or (d) a rail yard, which might reasonably be anticipated to emit hazardous air emissions, or handle hazardous or acutely hazardous material, substances, or waste.	No mitigation measures are required.	Less than significant	Less than significant



Table 1-1  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

<i>Environmental Impact</i>	<i>Mitigation Measures</i>	<i>Level of Significance Before Additional Mitigation</i>	<i>Level of Significance After Additional Mitigation</i>
5.4-5 The Project Site is not in an area designated in a city, county, or city and county general plan for agricultural use and zoned for agricultural production, and if so, do neighboring agricultural uses have the potential to result in any public health and safety issues that may affect the pupils and employees at the school site.	No mitigation measures are required.	Less than significant	Less than significant
5.4-6 The Proposed Project is located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 [inclusive of Section 25356 of the Health & Safety Code], but would not create a significant hazard to the public or the environment.	No mitigation measures are required.	Less than significant	Less than significant
5.4-7 The Project Site does not contain a current or former hazardous waste disposal site or solid waste disposal site.	No mitigation measures are required.	Less than significant	Less than significant
5.4-8 The proposed school site is situated within 2,000 feet of a significant disposal of hazardous waste.	No mitigation measures are required.	Less than significant	Less than significant
5.4-9 The Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	No mitigation measures are required.	Less than significant	Less than significant

# 1. Executive Summary

*Table 1-1  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*

<i>Environmental Impact</i>	<i>Mitigation Measures</i>	<i>Level of Significance Before Additional Mitigation</i>	<i>Level of Significance After Additional Mitigation</i>
5.4-10 The Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas.	No mitigation measures are required.	Less than significant	Less than significant
<b>5.5 LAND USE AND PLANNING</b>			
5.5-1 Development of the proposed high school would not be in conflict with an applicable adopted land use plan, policy, or regulation.	No mitigation measures are required.	Less than significant	Less than significant
5.5-2 The past and existing use of the Project Site for agricultural land, proximity to past military use of the surrounding area, and the on- and offsite underground pipelines would not create a health or safety risk to students.	No mitigation measures are required.	Less than significant	Less than significant
5.5-3 The James A. Musick Facility would not present a potential health or safety risk to school population.	No mitigation measures are required.	Less than significant	Less than significant
<b>5.6 NOISE</b>			
5.6-1 As compared to the 2011 Approved Project, the Proposed Project would not substantially elevate traffic noise levels above local noise standards at noise-sensitive receptors proximate to the Project Site.	No additional mitigation measures are required.	Less than significant	Less than significant

Table 1-1  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

<i>Environmental Impact</i>	<i>Mitigation Measures</i>	<i>Level of Significance Before Additional Mitigation</i>	<i>Level of Significance After Additional Mitigation</i>
5.6-2 Like the 2011 Approved Project, stationary sources of noise generated by the Proposed Project would comply with applicable standards and would not substantially increase ambient noise levels at sensitive receptors proximate to the Project Site.	No additional mitigation measures are required.	Less than significant	Less than significant
5.6-3 The proposed school site will be exposed to noise levels that are compatible with the development of school uses, and traffic noise would not adversely affect the educational program.	No additional mitigation measures are required.	Less than significant	Less than significant
5.6-4 Construction-related activities of the Proposed Project would not result in a substantial increase in temporary construction noise as compared to the 2011 Approved Project.	No additional mitigation measures are required.	Less than significant	Less than significant
5.6-5 Construction-related activities of the Proposed Project would not result in a substantial increase in temporary construction vibration as compared to the 2011 Approved Project.	No additional mitigation measures are required.	Less than significant	Less than significant
<b>5.7 PUBLIC SERVICES</b>			
<b>FIRE PROTECTION AND EMERGENCY SERVICES</b>			
5.7-1 The Proposed Project would not require additional fire protection services demands to create adverse physical impacts.	No mitigation measures are required.	Less than significant	Less than significant

# 1. Executive Summary

*Table 1-1  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*

<i>Environmental Impact</i>	<i>Mitigation Measures</i>	<i>Level of Significance Before Additional Mitigation</i>	<i>Level of Significance After Additional Mitigation</i>
<b>POLICE PROTECTION</b>			
5.7-2 The Proposed Project would increase the need for police protection personnel as compared to the 2011 Approved Project, but would not require additional facilities to result in a substantial adverse physical impact.	No mitigation measures are required.	Less than significant	Less than significant
<b>5.8 TRANSPORTATION AND TRAFFIC</b>			
5.8-1 Trip generation associated with the Proposed Project would not impact levels of service for the existing area roadway system, as compared to the 2011 Approved Project.	T-1 The following additional roadway improvement is required beyond those required for 2011 Approved Project as a result of changes to the traffic generation rates, high school trip distribution and analysis years relative to the 2012 Modified Project SSEIR, as requested by the City of Irvine. The District shall work with the City and Heritage Fields to reconcile any differences between this assessment and the Heritage Fields SSEIR data set. Final mitigation may be modified prior to certification of the Final SEIR, so long as adequate levels of service are maintained in accordance with the City’s adopted thresholds.  <b>Year 2035 - 2011 Approved Project</b> <ul style="list-style-type: none"> <li>• Add northbound left-turn lane, resulting in dual –northbound left-turn lanes at “LQ” Street and Irvine Boulevard (#800)</li> </ul> <b>Post-2035 - 2011 Approved Project</b> <ul style="list-style-type: none"> <li>• Add northbound left-turn lane, resulting in dual –northbound left-turn lanes at “LQ” Street and Irvine Boulevard (#800)</li> </ul>	<b>Potentially Significant</b>	Less than significant
5.8-2 The Proposed Project would not conflict with the Orange County Congestion Management Program.	No mitigation measures are required.	Less than significant	Less than significant

Table 1-1  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

<i>Environmental Impact</i>	<i>Mitigation Measures</i>	<i>Level of Significance Before Additional Mitigation</i>	<i>Level of Significance After Additional Mitigation</i>
5.8-3 The Proposed Project would not result in hazardous conditions due to design features or inadequate emergency access.	No mitigation measures are required	Less than significant	Less than significant
5.8-4 The Proposed Project complies with adopted policies, plans, and programs for alternative transportation.	No mitigation measures are required	Less than significant	Less than significant
5.8-5 The Proposed Project would provide adequate parking capacity during normal school hours but not for at-capacity stadium events.	<p>T-2 In consultation with the City of Irvine (including Police, Public Works and Planning), and prior to the first major event, the Irvine Unified School District shall complete a Traffic and Parking Management Plan (TPMP) to address events with expected attendance over 2,490 (747 parked cars). The Plan shall:</p> <ul style="list-style-type: none"> <li>a. Detail how the hardcourts, grass field, and other miscellaneous on-campus spaces will be accessed and laid out for possible additional attendance.</li> <li>b. Identify targeted groups to use these spaces, including staff, participants, support groups, and similar (not the general public).</li> <li>c. Develop directions and procedures to direct targeted groups to use these specific parking areas.</li> <li>d. Use the school’s master calendar to ensure that other campus events do not coincide with football games and other major events.</li> <li>e. Manage events with expected attendance over 2,490 (747 parked cars) through such methods as:               <ul style="list-style-type: none"> <li>1. Limit graduation ceremonies to 1 parking pass per 4 graduation tickets. This would require patrons to carpool and would require 1,058 parking spaces.</li> </ul> </li> </ul>	<b>Potentially Significant</b>	Less than significant

# 1. Executive Summary

*Table 1-1  
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*

<i>Environmental Impact</i>	<i>Mitigation Measures</i>	<i>Level of Significance Before Additional Mitigation</i>	<i>Level of Significance After Additional Mitigation</i>
	<p style="text-align: center;">2. Provide shuttles to/from other offsite locations for additional parking.</p> <p style="text-align: center;">f. Include provisions to monitor parking management success and make adjustments as necessary.</p> <p>T-3 The District shall form a Stadium Use Advisory Committee comprised of up to 5 Community Stakeholders and up to 4 District Stakeholders, all appointed by the IUSD Board of Education. This Committee will review and make recommendations concerning any modifications to the Traffic and Parking Management Plan, review and make recommendations concerning the types and quantity of non-IUSD events that may be appropriate for the High School 5 stadium.</p>		

**5.9 UTILITIES AND SERVICE SYSTEMS**

**WATER SERVICES**

5.9.1-1 Existing and planned IRWD water supplies and delivery systems are adequate to meet the Proposed Project's forecasted water demand.	No mitigation measures are required.	Less than significant	Less than significant
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**WASTEWATER**

5.9.2-1 IRWD has adequate wastewater treatment capacity to meet the project's estimated wastewater generation, and project development would not require construction of new or expanded wastewater treatment facilities.	No mitigation measures are required.	Less than significant	Less than significant
5.9.2-2 Project development would not require expansion and extensions of existing IRWD sewers.	No mitigation measures are required.	Less than significant	Less than significant

Table 1-1  
 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

<i>Environmental Impact</i>	<i>Mitigation Measures</i>	<i>Level of Significance Before Additional Mitigation</i>	<i>Level of Significance After Additional Mitigation</i>
<b><i>SOLID WASTE</i></b>			
5.9.3-1 There is sufficient landfill capacity in the region for Proposed Project-generated solid waste as compared to the 2011 Approved Project.	No mitigation measures are required.	Less than significant	Less than significant
<b><i>ELECTRICITY, NATURAL GAS, AND TELECOMMUNICATIONS</i></b>			
5.9.4-1 Existing and/or proposed facilities would be able to accommodate project-generated utility demands.	No mitigation measures are required.	Less than significant	Less than significant

*1. Executive Summary*

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