

Irvine Unified School District

BEACON PARK SCHOOL EXPANSION PROJECT

March 2026 | EIR Addendum

State Clearinghouse No. 2002101020



March 2026 | Addendum to the Orange County Great Park
Environmental Impact Report
State Clearinghouse No. 2002101020

BEACON PARK SCHOOL EXPANSION PROJECT

for Irvine Unified School District

Prepared for:

Irvine Unified School District

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ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

Project Title: Beacon Park School Expansion Project

Lead Agency Name and Address:

Irvine Unified School District
2015 Roosevelt
Irvine, CA 92620

Contact Person and Phone Number:

Bethany Short, Supervisor, Facilities Planning
949.936.5327

Project Location: The Beacon Park School campus is at 200 Cultivate (APN 580-611-01) in the City of Irvine, Orange County. The proposed project would occur within 1.45 acres of the existing 13-acre campus in the Great Park Neighborhoods community.

Project Sponsor's Name and Address:

Irvine Unified School District
2015 Roosevelt
Irvine, California 92620

General Plan Designation: Education Facility (EDU)

Zoning: Trails and Transit Oriented Development (TTOD)

Description of Project: The proposed project includes the construction of a new two-story classroom building, and relocation and addition of portable classrooms within the existing Beacon Park School campus. As a result of the proposed project, student capacity on the campus would increase from 1,100 to 1,300 students.

Surrounding Land Uses and Setting: Beacon Park School is surrounded primarily by single-family and multifamily residential developments, as well as local parks and landscaped open spaces. The Orange County Great Park is approximately one mile west of the campus.

ENVIRONMENTAL CHECKLIST

Other Public Agencies Whose Approval Is Required (e.g., Permits, Financing Approval, or Participating Agreement): The Division of the State Architect approval of a fire life-safety evaluation is required.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Chapter 4, *Environmental Analysis*, of this document summarizes the environmental impact conclusions of the Certified EIR and concludes that the proposed project meets the conditions described in the California Environmental Quality Act (CEQA) Guidelines Section 15164 for preparation of an Addendum.

DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature

3/24/2026
Date

KELVIN OKINO
Name

EXECUTIVE, DIRECTOR FACILITIES & CONST.
Title

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1. INTRODUCTION

1.1 BACKGROUND, PURPOSE, AND SCOPE

This document is an Addendum to the 2003 Orange County Great Park Environmental Impact Report (EIR) (State Clearinghouse [SCH] No. 2002101020) (Certified EIR), which analyzed the environmental effects of the development of residential and non-residential development on a portion of the former Marine Corps Air Station (MCAS) El Toro site (approved project), and provides the basis for augmenting the previously certified EIR. The Irvine Unified School District (IUSD or District) proposes to construct a new two-story classroom building on the existing campus of Beacon Park School and additional site improvements on the campus that would result in an increase of student capacity (proposed project). This EIR Addendum provides an analysis of project-specific impacts for the development of the proposed project.

This EIR Addendum has been prepared pursuant to the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000 et seq.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, Sections 15000–15387). The IUSD is the lead agency responsible for this Addendum to the Certified EIR for the proposed project. Pursuant to the provisions of CEQA and the CEQA Guidelines, the IUSD is the lead agency charged with the responsibility of deciding whether to approve the requested action.

1.2 ENVIRONMENTAL PROCEDURES

1.2.1 CEQA Requirements

Pursuant to Public Resources Code Section 21166 and Section 15162 of the CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent or supplemental EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR

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or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation 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
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

A supplement to an EIR (supplemental EIR), which is narrower in scope than a subsequent EIR, may be prepared if any of the previously listed criteria apply, but “only minor changes or additions would be necessary to make the previous EIR adequately apply to the project in the changed situation” (CEQA Guidelines Section 15163[a]). In the absence of the need to prepare either a subsequent or supplemental EIR, an addendum to a previously certified EIR may be prepared. Section 15164 states the following:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

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- (d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence. (CEQA Guidelines Section 15164)

This Addendum to the Certified EIR has been prepared because evaluation of the proposed project has not indicated any of the circumstances requiring a subsequent or supplemental EIR is required. As demonstrated in Chapter 4, *Environmental Analysis*, of this Addendum, the proposed project would not result in impacts that differ from the approved project, and it would not trigger the need for preparation of a subsequent or supplemental EIR under the criteria in CEQA Guidelines Sections 15162(a) and 15163(a). The proposed project would not change the assumptions made under the Orange County Great Park EIR.

The proposed project is consistent with the Certified EIR and would not require changes to the approved project. This Addendum demonstrates that no substantial changes are proposed to the approved project or have occurred in the development area covered by the Certified EIR that would require major revisions to the Certified EIR or substantially increase the severity of previously identified significant effects (CEQA Guidelines Section 15162[a][1]). Therefore, the impacts of the proposed project are within the levels and types of environmental impacts disclosed in the Certified EIR.

As substantiated in Chapter 4 of this Addendum, the proposed project would not result in new significant impacts or substantially increase the severity of the impacts of the approved project due to substantial changes in circumstances since the certification of the Certified EIR (CEQA Guidelines Section 15162[a][2]).

In addition, no information that was not known and could not have been known at the time the Certified EIR was certified has been revealed that shows new or substantially more severe significant impacts would result (CEQA Guidelines Section 15162[a][3]). There are no new or considerably different mitigation measures that would substantially reduce one or more significant impacts of the approved project but that are not adopted.

Because this Addendum does not identify new or substantially more severe significant impacts, circulation for public review and comment is not necessary (CEQA Guidelines Section 15164[c]). However, the IUSD has considered this Addendum together with the previously certified EIR prior to adoption of the proposed project, pursuant to CEQA Guidelines Section 15164(d).

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1.3 CONTENT AND ORGANIZATION IF THE ADDENDUM

This Addendum relies on the CEQA Guidelines checklist, which addresses environmental issues by section. Additionally, this Addendum also addresses environmental topics that were not addressed in the Certified EIR, including greenhouse gas (GHG) emissions, mineral resources, tribal cultural resources, and wildfire. The completed checklist is in Chapter 4, where each environmental topic includes the following subheadings:

- Summary of Impact Identified in the Certified EIR
- Impacts Associated with the proposed project (including environmental checklist)
- Adopted Mitigation Measures Applicable to the proposed project

1.4 PRIOR ENVIRONMENTAL DOCUMENTATION

1.4.1 2003 Orange County Great Park Certified Environmental Impact Report

In May 2003, the City of Irvine (City) certified the Final Program Environmental Impact Report for the Orange County Great Park (OCGP), SCH No. 2002101020 (2003 OCGP EIR), which analyzed the environmental effects of the development of 3,625 residential units and 6,585,594 square feet of non-residential development (including Great Park and other non–Great Park Neighborhood uses) on a portion of the former MCAS El Toro site. Subsequently, the City approved seven addenda to the 2003 OCGP EIR.

1.4.2 2011 Orange County Great Park Certified Supplemental Environmental Impact Report

In September 2011, the Irvine City Council (City Council) certified a Supplemental EIR (2011 OCGP Supplemental EIR), 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) on a portion of the former MCAS El Toro site. The City Council then approved an eighth Addendum in October 2011. This Addendum included educational land uses but did not specifically include Beacon Park School. The actions analyzed in the 2003 OCGP EIR, the eighth Addenda, and the 2011 Supplemental EIR are referred to collectively as the 2011 Certified EIR. Therefore, the District determined that preparation of an Addendum to the 2011 Certified EIR is required to analyze the proposed Beacon Park School expansion project.

1.4.3 2012 Orange County Great Park Certified Supplemental Environmental Impact Report

In November 2013, the Irvine City Council certified a second Supplemental EIR (2012 Supplemental EIR, SCH No. 2002101020), which addressed the environmental effects associated with the implementation of the Heritage Fields 2012–General Plan Amendment and Zone Change Project (Heritage Fields Project) at the former MCAS El Toro base, further increasing the development density allowed under the 2011 Supplemental EIR. The Heritage Fields Project included the development of 9,500 residential units, 220,000 square feet of retail uses, 11,000 square feet of childcare, 25,000 square feet of church/synagogue, 1,282,222 square feet of multi-use non-residential, 3,364,000 square feet of medical and science uses, two K–8 schools, one high school, and 100 acres of neighborhood park uses in the Great Park Neighborhood. The Heritage Fields Project included the construction and operation of one new K–8 school (Beacon Park ES, previously referred to as K–8 school no. 1) that would be in District 1 of the Great Park Neighborhood, and have total capacity of 1,000 students.

1.4.4 Beacon Park School Relocatable Classroom Addition Notices of Exemptions

In 2018, 2019, and 2025 IUSD prepared a Categorical Exemption (SCH No. 2018048253, 2019048043, and 2025010885) for the installation of additional modular classrooms buildings at Beacon Park School. These projects involved minor expansions of existing facilities to accommodate projected student growth and were exempt from CEQA under Class 14 (Minor Additions to Schools). The addition of modular classrooms on the existing campus did not alter the permanent campus footprint or generate new environmental impacts beyond those previously analyzed for school development within the Great Park area.

1.4.5 Documents Incorporated by Reference

The following documentation was previously prepared for the approved project:

- City of Irvine General Plan
- City of Irvine Zoning Ordinance
- Irvine Unified School District Final Program Environmental Impact Report for the Orange County Great Park Final, May 2003 (SCH No. 2002101020)

1. INTRODUCTION

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2. ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The Beacon Park School campus (campus) is at 200 Cultivate (Assessor’s Parcel Numbers [APN] 580-611-01) in the City of Irvine, Orange County (Figure 1, *Regional Location*). The proposed project would occur within 1.45 acres of the existing 13-acre campus, in the Great Park Neighborhoods community (project site) (Figure 2, *Local Vicinity*, and Figure 3, *Aerial Photograph*).

2.2 BEACON PARK SCHOOL

Beacon Park School opened in August 2016, and currently serves students from transitional kindergarten (TK) through eighth grade. In the 2025–2026 school year, Beacon Park School had an enrollment of 1,100 students. Additionally, the IUSD had an enrollment of approximately 38,000 students in the 2025–2026 school year.

2.3 ENVIRONMENTAL SETTING

2.3.1 Regional and Local Setting

The City of Irvine is bound by the cities of Santa Ana, Tustin, and unincorporated Orange County to the north; the City of Newport Beach and unincorporated Orange County to the south; the cities of Lake Forest and Laguna Hills and unincorporated Orange County to the east; and the City of Costa Mesa to the west. Regional access to the project site is provided primarily by State Route 133 (SR-133), approximately 0.3 mile west of the campus, and Interstate 5 (I-5), approximately 1.4 miles southwest of the campus (Figure 1).

The Beacon Park School campus is in the Great Park Neighborhoods community. The campus is bordered by Benchmark to the north, Paramount to the south, Beacon to the east, and Cultivate to the west. Residential neighborhoods surround the project site. Primary access to the school is provided via Paramount, which through surface streets, connects to major arterials including Ridge Valley.

2.3.2 Existing Land Use and Conditions

The project site is with the developed and operating Beacon Park School campus, which serves student from TK through eighth grade. The campus occupies approximately 13 acres and

2. ENVIRONMENTAL SETTING

includes classroom buildings, administrative offices, a multipurpose building, playfields, hardcourts, playground equipment, and landscaped areas. Surface parking lots are on the perimeter of the school, and designated pedestrian and bicycle access points are provided from surrounding neighborhood streets. As shown in Figure 3, the project site is primarily vacant and a portion of the project site is currently occupied by six portable classrooms that would be relocated. The existing six portable classrooms would be relocated and three new portable classrooms would be added, and used as interim housing for students, during the construction of the proposed projects; described as follows in Chapter 3, *Project Description*.

The project site is fully developed and maintained for educational and recreational use. All areas within the proposed project footprint have been previously disturbed and graded, and there are no natural or sensitive biological resources on or adjacent to the project site. The school facilities were constructed in coordination with the broader Great Park Neighborhoods development, and existing infrastructure (i.e., water, sewer, storm drain, and utilities) is already in place to serve the project site.

2.3.3 Surrounding Land Uses

Beacon Park School is within the Great Park Neighborhoods, surrounded primarily by single-family and multifamily residential developments, as well as local parks and landscaped open spaces. The Orange County Great Park, a major regional recreational and cultural facility, is approximately one mile west of the campus.

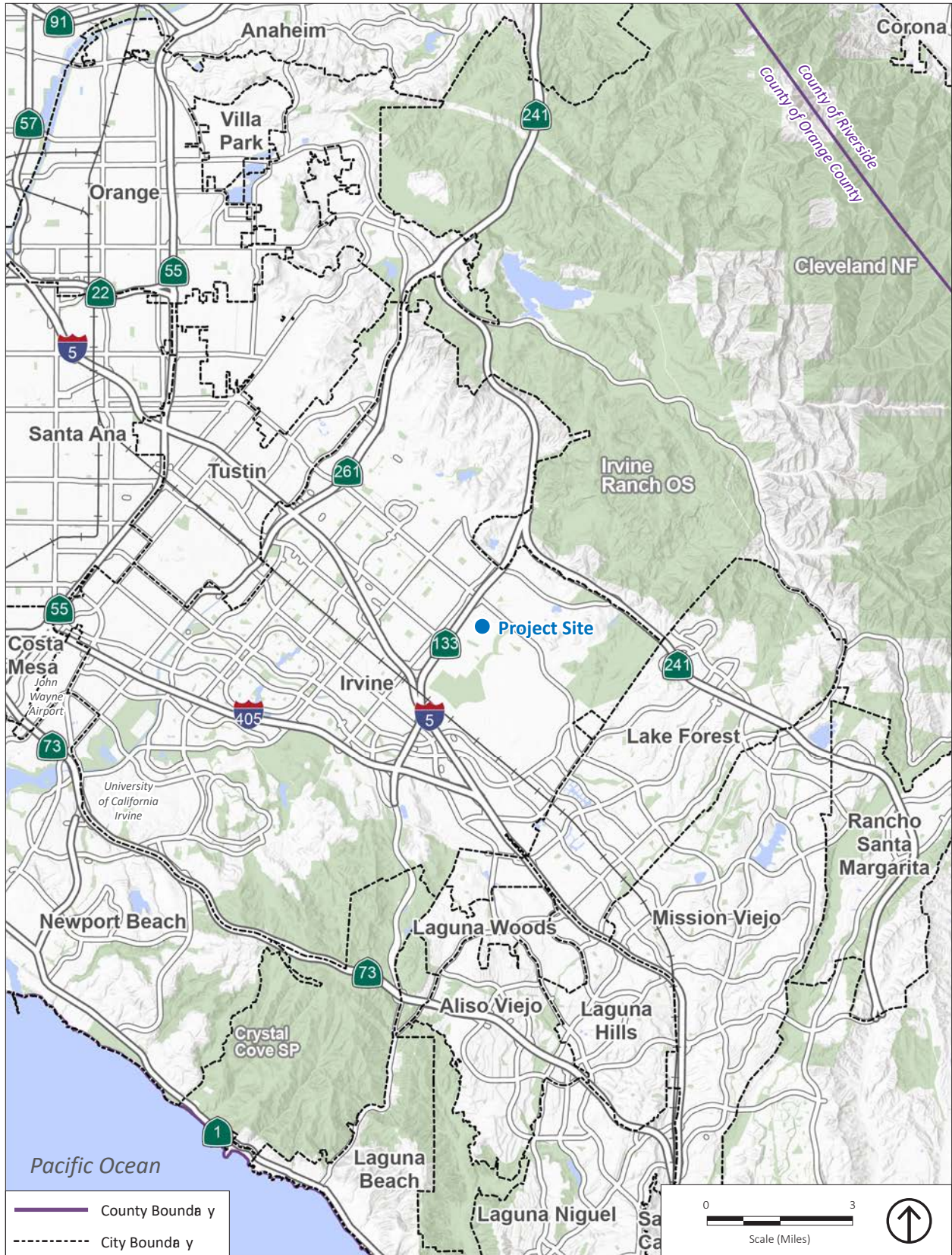
The campus and surrounding community are fully developed, with no vacant or undeveloped parcels immediately adjacent to the school. The project site is not within any designated Focus Areas of the 2045 Irvine General Plan but is situated within a master-planned community designed to integrate schools, parks, and housing.

2.3.4 General Plan Land Use and Zoning

The campus is zoned Trails and Transit Oriented Development (TTOD) and has a land use designation of Education Facility (EDU) under the 2045 Irvine General Plan. Surrounding properties are designated for Low- to Medium-Density Residential uses and are zoned accordingly under the Great Park Neighborhoods Specific Plan. Community parks and open spaces nearby are designated Public/Institutional or Open Space under the General Plan.

The proposed project would be confined to the existing Beacon Park campus boundaries and would not necessitate any amendments to the current General Plan land use designation or zoning.

ADDENDUM TO THE ORANGE COUNTY GREAT PARK EIR
BEACON PARK SCHOOL EXPANSION PROJECT
IRVINE UNIFIED SCHOOL DISTRICT



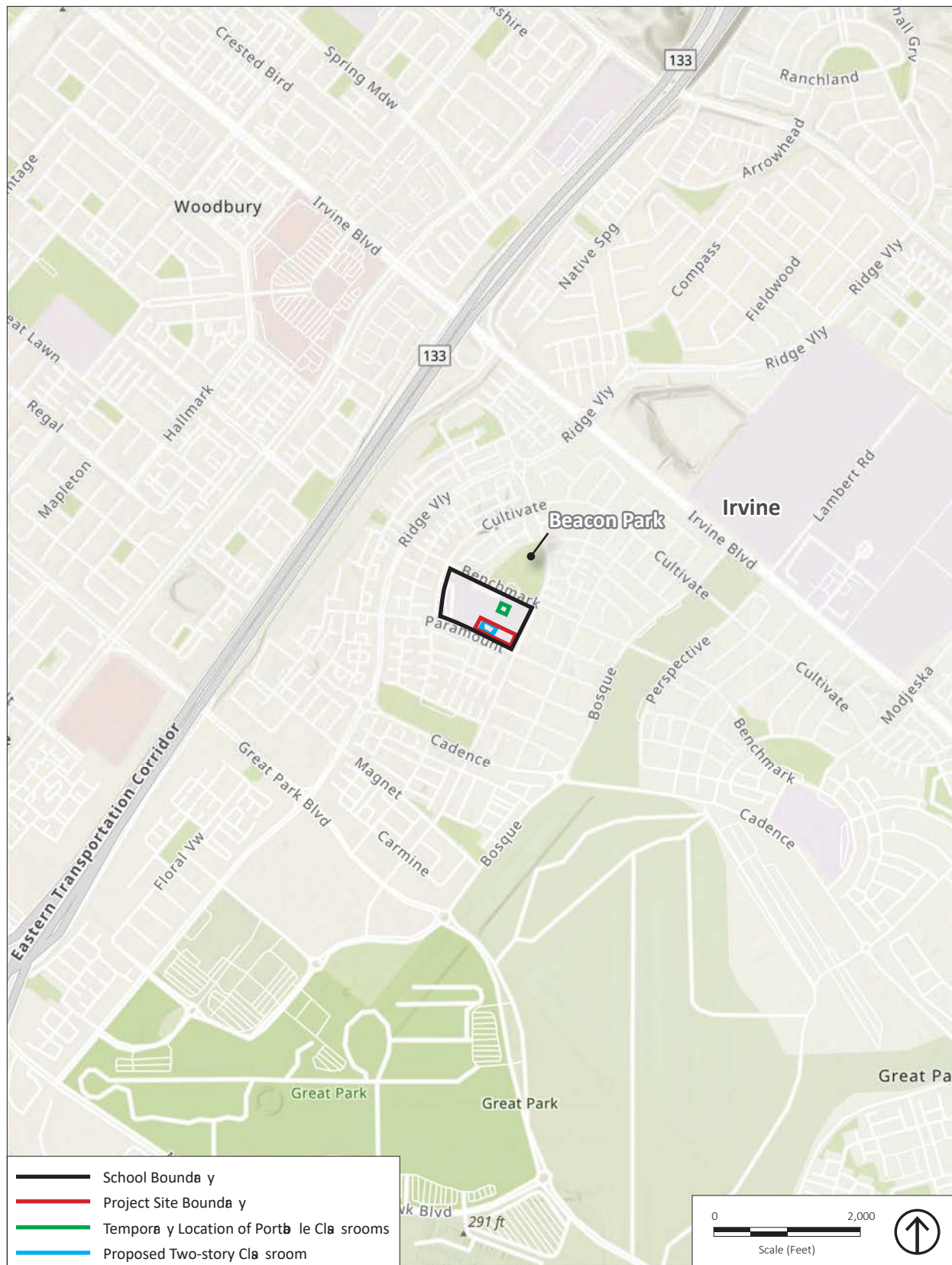
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Figure 1
Regional Location

2. ENVIRONMENTAL SETTING

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ADDENDUM TO THE ORANGE COUNTY GREAT PARK EIR
 BEACON PARK SCHOOL EXPANSION PROJECT
 IRVINE UNIFIED SCHOOL DISTRICT



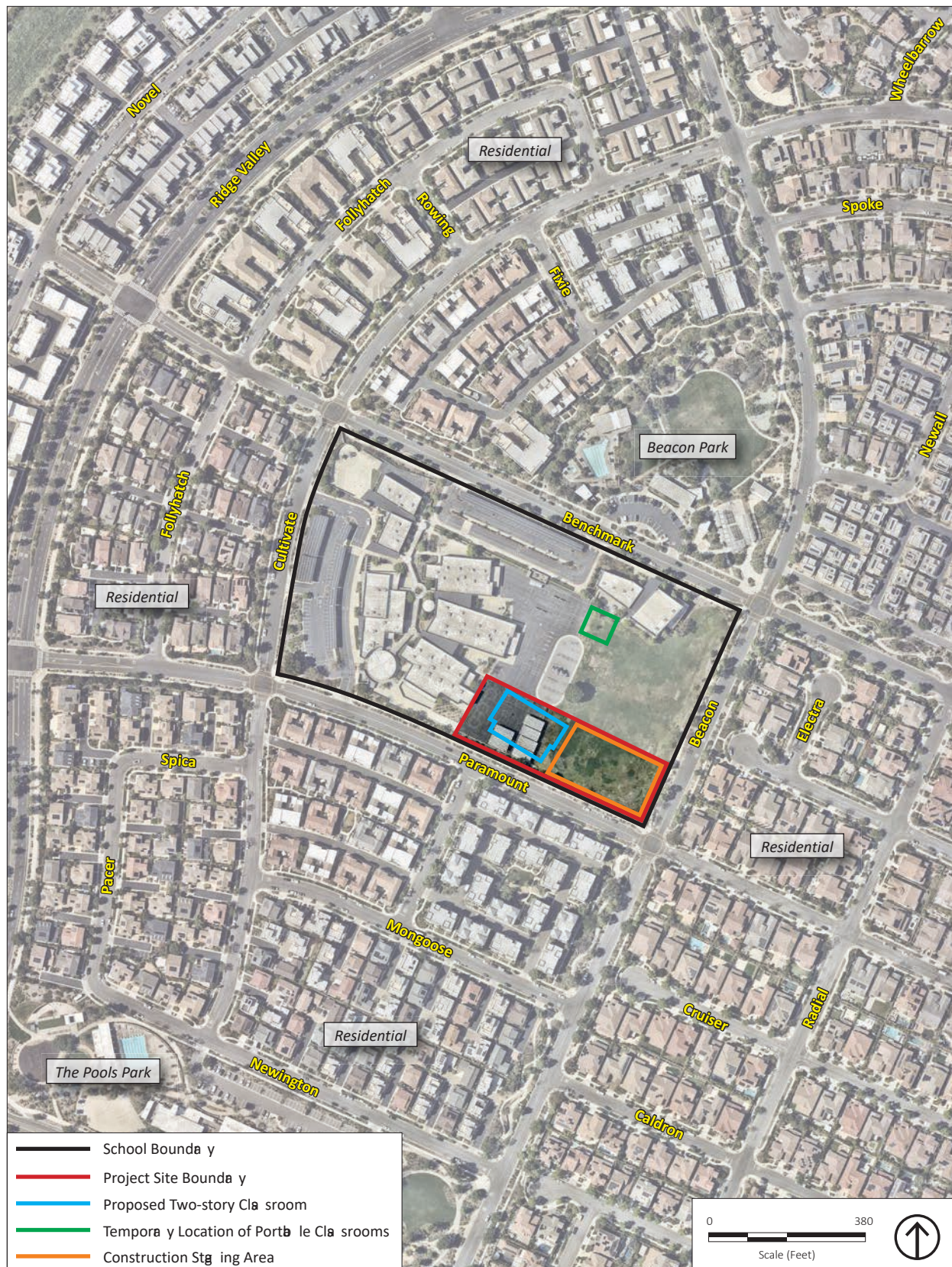
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Figure 2
 Local Vicinity

2. ENVIRONMENTAL SETTING

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ADDENDUM TO THE ORANGE COUNTY GREAT PARK EIR
 BEACON PARK SCHOOL EXPANSION PROJECT
 IRVINE UNIFIED SCHOOL DISTRICT



Source: Nea map 2025.

Figure 3
 Site Aerial

2. ENVIRONMENTAL SETTING

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3. PROJECT DESCRIPTION

3.1 PROJECT BACKGROUND

As stated in Section 1.4, *Prior Environmental Documentation*, the 2003 OCGP EIR analyzed the reuse and development of approximately 4,693 acres of the former MCAS El Toro, including up to 3,625 residential units and 6,585,594 square feet of non-residential uses such as cultural, institutional, and recreational facilities, as well as major park and open space improvements.

The 2011 OCGP Supplemental EIR evaluated revised development assumptions, including a total of 4,894 residential units and the same overall 6,585,594 square feet of non-residential uses. In October 2011, the City approved an eighth Addendum, which expanded the scope of analyzed land uses to include educational facilities within the Great Park planning area, although it did not specifically identify Beacon Park School.

The 2003 Certified EIR and its Mitigation Monitoring and Reporting Program serve as the environmental baseline for this Addendum, which evaluates the proposed Beacon Park School expansion project.

3.2 PROPOSED PROJECT

The proposed project includes the construction of a new two-story classroom building, and relocation and addition of portable classrooms within the existing Beacon Park School campus. As a result of the proposed project, student capacity on the campus would increase by approximately 200 students, from 1,100 to 1,300 students.

3.2.1 Portable Classrooms

The proposed project would include the relocation of six portable classrooms that are currently on the project site, and the addition of three new portable classrooms (see Figure 5a, *Temporary Portable Classrooms*). The nine portable classrooms would be on the northern portion of the campus within the northwestern portion of the grass playfield, and would serve as interim housing for two years, beginning in approximately Summer 2026. All portable classrooms would be removed from the campus by approximately August 2028, when construction of the proposed project is complete.

3. PROJECT DESCRIPTION

3.2.2 New Classroom Building

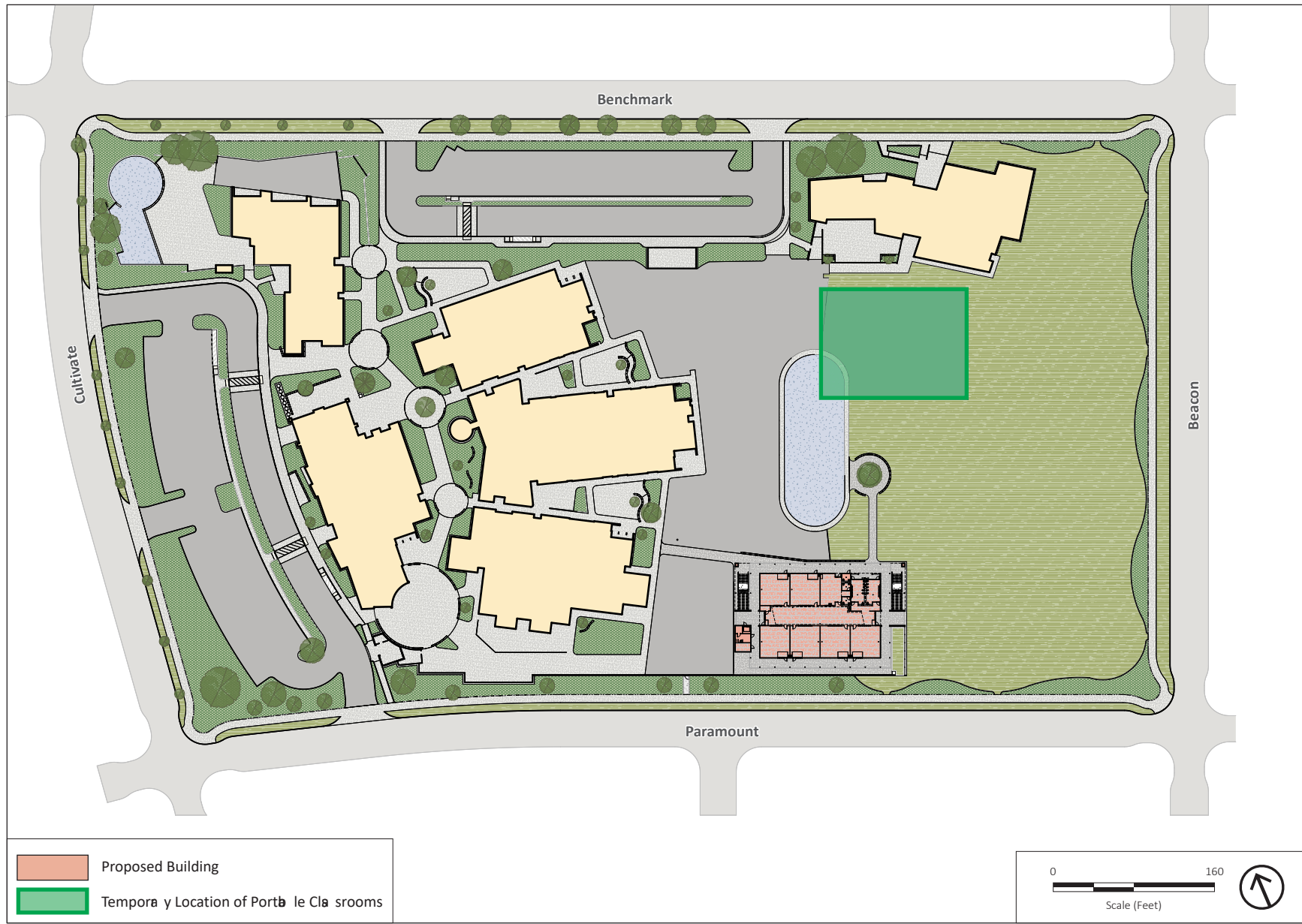
The proposed project also includes the construction a new, two-story, 21,000-square-foot classroom building on the south side of the campus, adjacent to Paramount. The new classroom building would include 13 permanent classrooms and several support areas (Figure 4, *Conceptual Site Plan*).

The new classroom building would be composed of a 10,267-square-foot first floor, that would include six classrooms, a staff workroom, student and staff restrooms, a collaboration area, an elevator, machine room, custodians' room, and electrical data room. Additionally, the 10,466-square-foot second floor would include seven classrooms, including a science room, science work space and art/elective room, a collaboration area, elevator, storage rooms, mechanical rooms, and custodians' room (Figure 5b, *First and Second Floor Site Plans*, and Figure 6, *Proposed Project Renderings*).

3.2.3 Construction

The proposed project would be completed in two phases. Phase 1 would include the relocation and addition of the portable classrooms in Summer 2026, which would serve as interim housing during both phases of the proposed project. All portable classroom would be removed from the campus in August 2028 upon completion of the proposed project. Phase 2 of the proposed project would include the construction of the new classroom, which would be completed in approximately 20 months, between January 2027 and August 2028.

The proposed project would not require demolition of any permanent structures on the campus. Work would be limited to removing asphalt paving, underground utilities, a basketball hoop, fencing, and one tree in the play field. Construction of the proposed project would disturb a total area of 1.45 acres (Figure 3), utilizing standard heavy equipment and confining staging to designated areas on campus. Once complete, the new building will fully comply with the latest Title 24 energy efficiency standards.



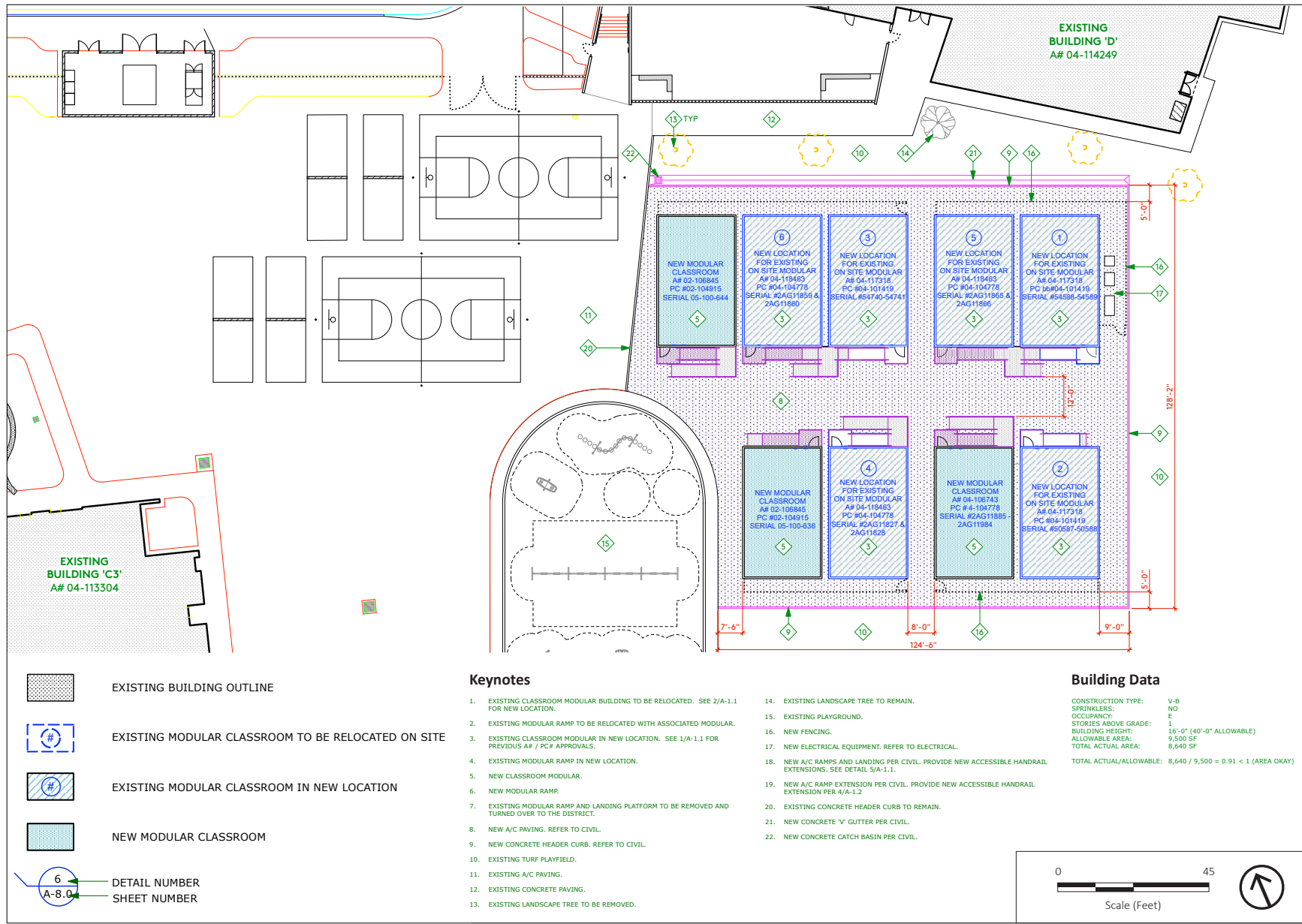
Source: PJHM Architects 2026.

Figure 4
Conceptual Site Plan

3. PROJECT DESCRIPTION

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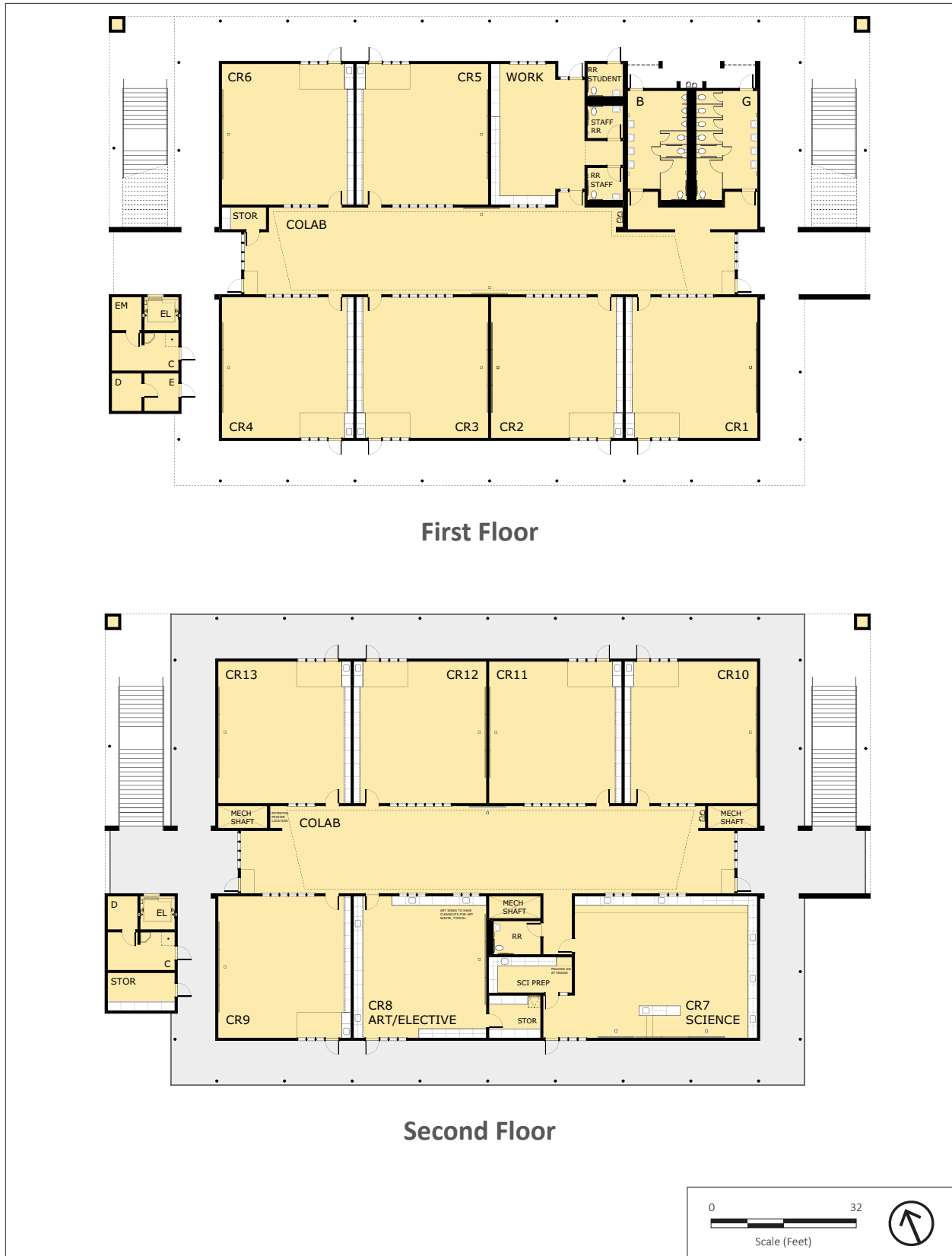


Source: PJHM Architects 2025.

Figure 5a
 Temporary Portable Classrooms

3. PROJECT DESCRIPTION

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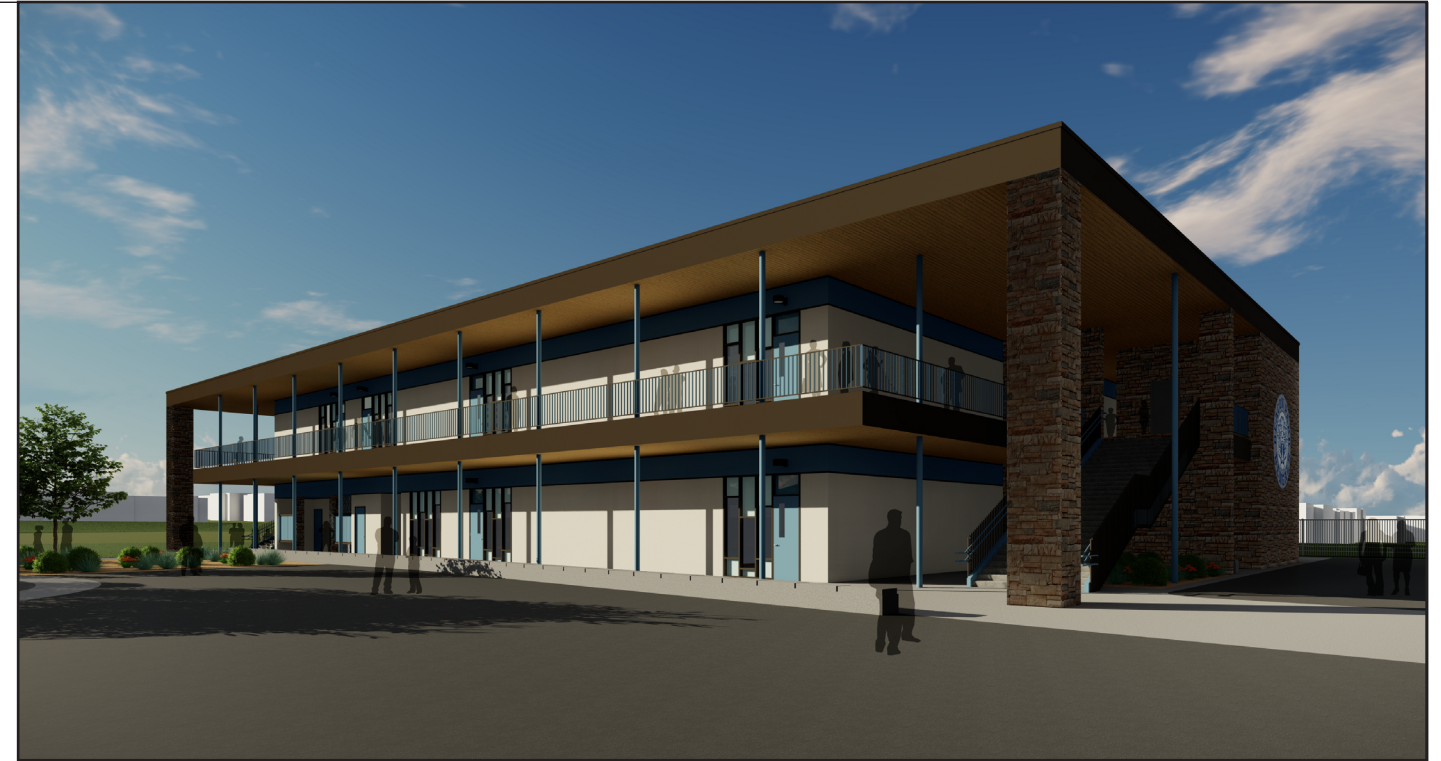
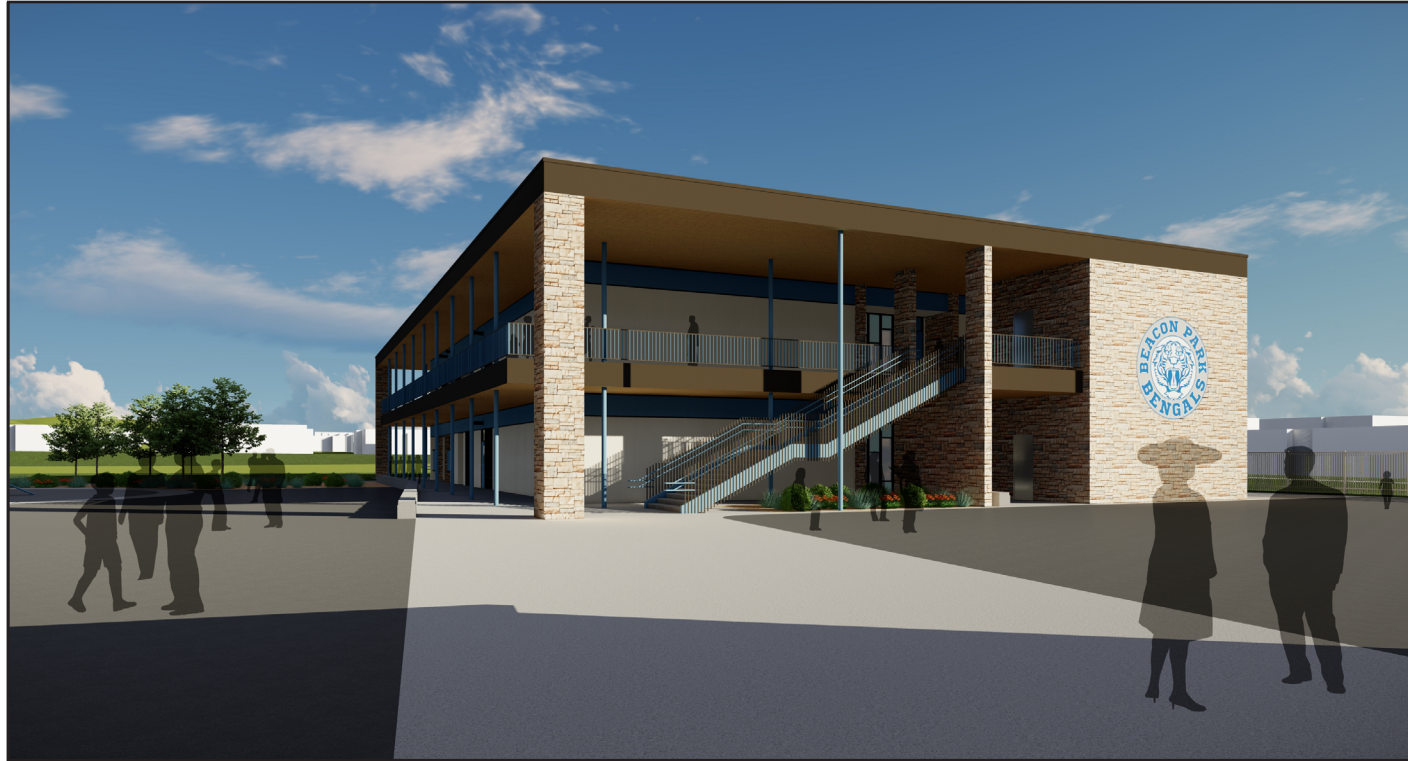


Source: PJHM Architects 2025.

Figure 5b
First and Second Floor Site Plan

3. PROJECT DESCRIPTION

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Source: PJHM Architects 2025.

Figure 6
Proposed Project Renderings

3. PROJECT DESCRIPTION

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4. ENVIRONMENTAL ANALYSIS

The Certified EIR determined that most environmental impacts could be reduced to less-than-significant levels with mitigation. However, significant and unavoidable impacts were identified related to traffic and circulation (cumulative freeway and tollway ramp conditions), air quality (construction and operational emissions exceeding South Coast Air Quality Management District [AQMD] thresholds), agricultural resources (permanent conversion of farmland), and population and housing (exacerbation of the regional jobs–housing imbalance). A Mitigation Monitoring and Reporting Program was adopted to ensure implementation of applicable measures.

4.1 AESTHETICS

4.1.1 Summary of Impacts Identified in the Approved Project

The Certified EIR determined that the project site is not surrounded by any scenic vistas or is subject to any scenic highways. The Certified EIR determined that the project site does not contain any scenic resources. Development of the project site would not degrade the existing visual character or quality of the site and its surroundings. The Certified EIR determined a potentially significant impact would occur resulting from light and glare associated with street lighting, exterior lighting (including parking lots), and athletic fields from educational facilities. Impacts would be reduced to a less-than-significant level with the implementation of mitigation measures.

4.1.2 Impacts Associated with the Proposed Project

Except as provided in Public Resources Code Section 21099, would the project:

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1–2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A–B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C–D)</i>	
a) Have a substantial adverse effect on a scenic vista?	LTS	No	No	No	Yes

4. ENVIRONMENTAL ANALYSIS

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	LTS	No	No	No	Yes
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	LTS	No	No	No	Yes
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	LTS/M	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
 SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

As previously discussed, the Certified EIR determined that the approved project would not result in adverse impacts to a scenic vista because the planning area, which includes the proposed project site, is in a developing urbanized area, and no scenic vistas have been identified near or within the planning area. The project site is currently developed with the

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existing Beacon Park School. Similar to the approved project, development of the proposed project would not result in any new impacts that were not previously disclosed in the Certified EIR, and therefore, the preparation of a subsequent or supplemental EIR is not warranted.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR determined that none of the surrounding roadways are designated county or state scenic highways. The City's General Plan designates I-5 as an urban character highway. The I-5 is approximately 1.5 miles west of the project site. As with the approved project, the proposed project is not near a state scenic highway and would not result in substantial damage to scenic resources (Caltrans 2025). Therefore, no new changes or impacts would occur as a result of the development of the proposed project, and the preparation of a subsequent or supplemental EIR is not warranted.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Similar to the approved project, the proposed project would not degrade the existing visual character or quality of the project site and its surroundings. The proposed project is in an already developed area in an urbanized city and within the existing campus. Development of the proposed project would not affect the visual character of the City of Irvine. The project site is zoned TTOD, which allows a mix of land uses, including education and recreation. As with the approved project, the proposed project is a permitted use under the zoning designation and general visual impacts from the proposed development would be consistent with those assumed in the Certified EIR. Therefore, implementation of the proposed project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Therefore, no new changes or impacts would occur as a result of the development of the proposed project, and the preparation of a subsequent or supplemental EIR is not warranted.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

There are no existing limits for light and glare defined by adopted City regulations or requirements that apply to the proposed project. As discussed in the Certified EIR, in addition to

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athletic amenities, the approved project involved lighting from the parking lots, walkways, and buildings, and would be installed in compliance with the City of Irvine's Uniform Security Code (Chapter 5 of the Irvine Municipal Code) and Chapter 3-16, Lighting, of the City's Zoning Ordinance in order to confine lighting sources to the project site and protect adjacent properties from glare. No new sports lighting would be added or modified as part of the proposed project, and the proposed project would not introduce lighting nor reflective surfaces at substantially greater intensities than existing lights and buildings near the project site. The proposed project would not result in a new source of substantial light or glare and would not impact daytime or nighttime views. The Certified EIR implemented mitigation measures that reduced lighting and glare impacts of the approved project to a less-than-significant level. However, the proposed project would not result in light and glare impacts, thus these mitigation measure would not apply to the proposed project. Therefore, with implementation of mitigation, no new impacts would occur, and there are no changes or new information associated with development of the proposed project that would require the preparation of a subsequent or supplemental EIR.

4.1.3 Adopted Mitigation Measures Applicable to the Proposed Project

The Certified EIR identified Mitigation Measures A-1 through A-2 to reduce aesthetic impacts. However, none of the mitigation measures referenced in the Certified EIR would apply to the proposed project, and no new mitigation measures would be required. No change or impact would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Summary of Impacts Identified in the Approved Project

The Certified EIR determined that the approved project would result in the permanent loss of approximately 683 to 802 acres of land classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Development of the approved project would result in the loss of agricultural land. There were no feasible mitigation measures outlined in the Certified EIR that would address the conversion of agricultural land to urban uses. Conversion of farmland to non-agricultural was deemed significant and unavoidable by the Certified EIR.

4.2.2 Impacts Associated with the Proposed Project

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB). Would the proposed project:

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	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
Would the Project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	SU	No	No	No	Yes
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	SU	No	No	No	Yes
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	LTS	No	No	No	Yes
d) Result in the loss of forest land or conversion of forest land to non-forest use?	LTS	No	No	No	Yes
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	SU	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
 SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The project site is zoned TTOD, which allows for a mix of residential, commercial, recreational, and educational uses that support a multi-use environment. The proposed project would not require a change in the land use designation for the project site. Although portions of the approved project site are formerly designated Prime Farmland, the project site is designated as Urban and Built-Up Land and does not contain any farmland (DOC 2025a). Agricultural uses do not currently exist and are not planned on the existing campus. Impacts related to the conversion of farmland identified as significant and unavoidable by the Certified EIR are not applicable to the proposed project. Therefore, no changes or new information would occur that would require the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The project site is zoned TTOD and is not under a Williamson Act contract (DOC 2025b). Agricultural uses do not exist or are planned on the project site. Additionally, the project site has already been developed with the current campus; therefore, no agricultural zoning impacts would occur, and no changes or new information would occur that would require the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR determined that the planning area does not contain land use or zoning for forest land, timberland, or timberland production, nor was zoning or land uses for these uses proposed under the approved project. No conflict with zoning for or rezoning of forest and timberland would occur through development of the proposed project. Therefore, the proposed project would not result in new impacts, as compared to the approved project, and no changes or new information require the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR determined there is no forest land within the boundaries of the planning area, nor was zoning or land uses for these uses proposed under the approved project. Similar to the approved project, the proposed project would not result in the loss of forest land or the

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conversion of forest land to non-forest use. Therefore, the proposed project would not result in new impacts, as compared to the approved project, and no changes or new information resulting would require the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. Although portions of the approved project site are formerly designated Prime Farmland, the project site is designated as Urban and Built-Up Land and does not contain any farmland (DOC 2025a). Agricultural uses do not currently exist and are not planned on the existing campus. Impacts related to the conversion of farmland identified as significant and unavoidable by the Certified EIR are not applicable to the proposed project. No other changes in the existing environment are proposed which, due to their location or nature, would result in conversion of Farmland, to non-agricultural use or conversion of forest to non-forest use. Therefore, no impact would occur as a result of the proposed project, and the preparation of a subsequent or supplemental EIR is not warranted.

4.2.3 Adopted Mitigation Measures Applicable to the Proposed Project

The Certified EIR identified mitigation measures AG-1 through AG-3 to reduce impacts on agricultural resources. However, none of the mitigation measures referenced in the Certified EIR would apply to the proposed project, and no new mitigation measures would be required. No change or impact would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

4.3 AIR QUALITY

4.3.1 Summary of Impacts Identified in the Approved Project

The City of Irvine and the Beacon Park School campus are within the South Coast Air Basin (SoCAB). The South Coast AQMD is the agency responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). The Certified EIR determined there would be no impact in regard to the creation of objectionable odors that would affect a substantial number of people. The Certified EIR also determined that there would be no new impacts, or increase the severity of impacts, with respect to exposure of sensitive receptors¹ to substantial pollutant concentrations from construction activities. The Certified EIR determined that the long-term operation of the approved project would result in significant and unavoidable impacts due to emissions of VOC. Additionally, the Certified EIR identified Mitigation Measures AQ-1 through AQ-5, that would reduce operational phase air quality impacts to the extent feasible.

4.3.2 Impacts Associated with the Proposed Project

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O₃), carbon monoxide (CO), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. SoCAB, which is managed by the South Coast AQMD, is designated nonattainment for O₃, and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2023).

Furthermore, the South Coast AQMD has identified regional thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including VOC, CO, NO_x, SO_x, PM₁₀, and PM_{2.5}. Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. Where available, the significance criteria established by the South Coast AQMD may be relied upon to make the following determinations.

¹ A sensitive receptor is an individual/group or area that is vulnerable to harm from an environmental impacts like pollution or noise. This could include residences, schools, hospitals, among others. Sensitive receptor referenced in this document refer to the single-family homes located near the campus.

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Would the project:

Environmental Issues:	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
a) Conflict with or obstruct implementation of the applicable air quality plan?	LTS	No	No	No	Yes
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	SU	No	No	No	Yes
c) Expose sensitive receptors to substantial pollutant concentrations?	LTS	No	No	No	Yes
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	LTS	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.
 The Certified EIR determined that the approved project would be consistent with the AQMP because it furthers SCAG’s regional objectives to increase residential density in close proximity to existing employment and transportation centers. Since the certification of the EIR, the South Coast AQMD adopted the 2022 AQMP. Regional growth projections are used by South Coast AQMD to forecast future emission levels in the SoCAB. For Southern California, these regional growth projections are provided by the SCAG and are partially based on land use designations included in city/county general plans. Typically, only large, regionally significant projects have the potential to affect the regional growth projections.

4. ENVIRONMENTAL ANALYSIS

Changes in population, housing, or employment growth projections have the potential to affect SCAG's demographic projections and therefore the assumptions in South Coast AQMD's AQMP. The proposed project would involve development of a new two-story classroom building on the south side of the existing school campus. Thus, based on the scope and nature of the proposed project, it would not be a regionally significant project that has the potential to result in changes in population, housing, or employment in the City of Irvine. As such, the proposed project is not considered a project of statewide, regional, or areawide significance that would require intergovernmental review under Section 15206(b) of the CEQA Guidelines and would not have the potential to substantially affect SCAG's demographic projections. Additionally, as demonstrated subsequently in Section 4.3(b), the regional emissions that would be generated by the operational phase of the proposed project would be less than the South Coast AQMD emissions thresholds and would therefore not be considered by South Coast AQMD to be a substantial source of air pollutant emissions that would have the potential to affect the attainment designations in the SoCAB.

Therefore, similar to the approved project, the proposed project would not affect the regional emissions inventory or conflict with strategies in the AQMP. No new impacts would occur, and there would be no changes or new information associated with the development of the proposed project that would require the preparation of a subsequent or supplemental EIR.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Construction activities would generate air pollutants. These emissions would primarily be 1) exhaust from off-road diesel-powered construction equipment; 2) dust generated by construction activities; 3) exhaust from on-road vehicles; and 4) off-gassing of volatile organic compounds (VOCs) from paints and asphalt.

The Certified EIR determined that the approved project construction emissions would remain consistent with all applicable emissions thresholds with mitigation incorporated. Construction activities associated with the proposed project are anticipated to disturb approximately 1.45 acres on the existing campus. The proposed project would involve site preparation and soil haul, grading, building construction, paving, architectural coating, and finishing/landscaping. Construction would occur over approximately 20 months, from January 2027 to August 2028. Consistent with the Certified EIR, construction-related emissions would be temporary in nature, limited to the project site and immediate vicinity, and would not contribute substantially to cumulative air quality impacts given the scale of activity. Maximum daily emissions for NO_x, CO, SO₂, PM₁₀, and PM_{2.5} from construction-related activities would be less than their respective South Coast AQMD regional significance threshold values. Impacts to the regional air quality associated with construction of the proposed project would be less than significant. Therefore,

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no new impacts would occur, and there would be no changes or new information associated with development of the proposed project that would require the preparation of a subsequent or supplemental EIR.

c) Expose sensitive receptors to substantial pollutant concentrations?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project could expose sensitive receptors to elevated pollutant concentrations if it causes or significantly contributes to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects. The sensitive receptors nearest to the project site are the single-family residences approximately 100 feet south, across Paramount.

Air pollutant emissions generated by construction activities would cause temporary increases in air pollutant concentrations. The Certified EIR determined that the approved project would not expose sensitive receptors to significant air pollutant concentrations. Currently, South Coast AQMD does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term project. The proposed project is anticipated to be completed in approximately 20 months, which would limit the exposure to on-site and off-site receptors. Furthermore, construction activities would not generate on-site exhaust emissions that would exceed the screening-level construction LSTs. Thus, construction emissions would not pose a health risk to on-site and off-site receptors, and proposed project-related construction health impacts would be less than significant.

Operation of the proposed project would not generate substantial emissions from on-site stationary sources. Land uses that have the potential to generate substantial stationary sources of emissions include industrial land uses, such as chemical processing and warehousing operations where truck idling, would occur on site and would require a permit from South Coast AQMD. The proposed project involves the construction of a new classroom and would not fall within these categories of uses. Localized air quality impacts related to operation-related emissions would be less than significant. Therefore, no new impacts would occur, and there would be no changes or new information associated with development of the proposed project that would require the preparation of a subsequent or supplemental EIR.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR determined that odor impacts from the approved project would be less than significant. Similarly, the proposed project would not result in objectionable odors. The

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threshold for odor is if a project creates an odor nuisance pursuant to South Coast AQMD Rule 402, Nuisance, which states the following:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The proposed project involves the construction of a new two-story classroom building on the south side of the existing campus and would not fall within the objectionable odors land uses. The proposed project would continue to be operated as a school. Emissions from construction equipment, such as diesel exhaust and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be low in concentration, temporary, and would not affect a substantial number of people. Therefore, no new odor impacts would occur as a result of the proposed project, and there would be no changes or new information associated with development of the proposed project that would require the preparation of a subsequent or supplemental EIR.

4.3.3 Adopted Mitigation Measures Applicable to the Proposed Project

The Certified EIR identified mitigation measures AQ-1 through AQ-5 to reduce impacts on air quality. However, only Mitigation Measure AQ-1 would apply to the proposed project. The following revised mitigation measure is referenced in the Certified EIR and would apply to the proposed project to reduce impacts on air quality:

AQ- 1 Prior to the start of ~~demolition and~~ construction within the project area, adjacent sensitive receptors shall be informed of the planned ~~demolition and~~ construction activities. Measures to avoid significantly impacting these receptors shall be developed and implemented by the IUSD project proponent, ~~in coordination with these uses. Other applicable mitigation measures~~ such as erection of fences around construction areas; staggered use of equipment near sensitive receptors; diversion of truck trips away from receptors; etc.; shall be employed as necessary. Compliance with this measure shall be verified by the ~~Director of Community Development~~ IUSD.

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Implementation of this mitigation measure from the Certified EIR would reduce all significant impacts on air quality to a less-than-significant level. No change or impact would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

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4.4 BIOLOGICAL RESOURCES

4.4.1 Summary of Impacts Identified in the Approved Project

The Certified EIR concluded that implementation of the approved project would not result in adverse effects on biological resources, including loss of habitat occupied by sensitive or special status species, loss of sensitive plant communities, wetlands, or wildlife corridors, with implementation of mitigation measures. Very few biological resources have a high potential to exist in the project site. No designated preserve areas are found within the project site. The Certified EIR determined that implementation of the approved project would not conflict with any conservation plans and impacts to biological resources would remain less than significant.

4.4.2 Impacts Associated with the Proposed Project

Would the project:

		Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
Environmental Issues	Level of Impact in Certified EIR				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	LTS	No	No	No	Yes

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Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	LTS	No	No	No	Yes
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	LTS	No	No	No	Yes
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	LTS	No	No	No	Yes
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	LTS	No	No	No	Yes

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Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	LTS	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.
The Certified EIR determined that several sensitive plant species potentially occur in the greater project area of the approved project. Impacts related to habitat modification and special status species within the greater planning area were addressed and mitigated in the Certified EIR. Furthermore, the project site is currently built out and has been developed for educational uses. As such, implementation of the proposed project would not result in any new significant impacts or increase the severity of impact previously identified. No new impacts would occur that would require the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.
The project site is zoned TTOD and is approved for urban mixed uses under the approved project. No riparian habitat or other sensitive natural communities currently exists on site (USFWS 2025). The project site is currently developed for and operating under educational use designation. The proposed project would not increase the severity of impacts on any sensitive natural communities. Therefore, no new impacts would occur, and no new changes associated

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with development of the proposed project would require the preparation of a subsequent or supplemental EIR.

- c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

According to the National Wetland Inventory, there are no state or federally protected wetlands within the project site. There is currently a freshwater pond located approximately 0.5 mile northeast of the project site (USFWS 2025). The project site is currently developed for and operating under educational use designation, and development of the proposed project would not alter the wetland. No watercourse runs through the project site. Therefore, no changes or new impacts would occur that would warrant the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

There are no natural wildlife corridors or nursely sites associated with the project site. According to the Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) and Implementation Agreement, there are no designated preserve areas within the planning area. The proposed project would not interfere with the movement of migratory fish or wildlife species. The project site is designated TTOD and is not part of the wildlife corridor designed as part of the 2003 Orange County General Plan. Therefore, no new changes would occur with the implementation of the proposed project and would not warrant the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The City of Irvine enacted the Urban Forestry Ordinance in 1994 that would require a permit for the removal of any trees in the public right-of-way, trees considered significant by the Irvine Municipal Code, boundary trees, or parking lot trees (City of Irvine 2025). The proposed project would require the removal of one ornamental tree in the school's play field within the boundaries of the campus. Implementation of the proposed project would not remove any trees from the public right-of-way, and would include the removal of protected, boundary, or parking lot trees; thus, the proposed project would not conflict with the Urban Forestry

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Ordinance. Therefore, no impact would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The project site is in Planning Area 51, designated in the City of Irvine General Plan. The OCGP adopted a HCP/NCCP, which designated portions of Planning Area 51 for habitat preserve. The project site is not designated habitat preserve by the adopted HCP/NCCP. Development of the proposed project would not conflict with the HCP/NCCP. Therefore, no new impacts would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

4.4.3 Adopted Mitigation Measures Applicable to the Proposed Project

The Certified EIR identified Mitigation Measures BIO-1 through BIO-4 to reduce impacts on biological resources. However, none of the mitigation measures referenced in the Certified EIR would apply to the proposed project, and no new mitigation measures would be required. No change or impact would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

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4.5 CULTURAL RESOURCES

4.5.1 Summary of Impacts Identified in the Approved Project

The Certified EIR determined that impacts to cultural resources would be less than significant. The Certified EIR determined that there are no features or characteristics of the project area which define or include unique ethnic cultural values. There are no known or documented culturally significant religious or sacred uses associated with the project area. Grading activities have the potential to uncover previously undiscovered human remains and archaeological resources. In the event that remains are uncovered, all work on the project site would be required to stop and the County Coroner and the Native American Heritage Commission would be notified. Mandatory compliance with these requirements would ensure that impacts to cultural resources are less than significant. Impacts to cultural resources would be less than significant after mitigation.

4.5.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	LTS	No	No	No	Yes
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	LTS/M	No	No	No	Yes
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	LTS/M	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
 SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

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- a) **Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Section 15064.5 defines historical resources as a resource listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. The Certified EIR determined that no listings under the National Register of Historic Places would be impacted by the development of the approved project. Development of the proposed project would not result in an adverse impact to historical resources as the project site is currently developed, and no historic resources exist on-site. Therefore, no new impacts would occur, and there would be no changes or new information associated with the development of the proposed project that would require the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR states that the majority of previously documented archaeological resources in the project area are in the portions of Planning Area 51 designated as 1.4 Habitat Preserve in the zoning ordinance. Ten prehistoric archaeological sites and eight isolated prehistoric artifacts have been recorded in the northeastern habitat preserve portion of Planning Area 51. Although the project site is not in the habitat preserve and has been previously disturbed during construction of the existing campus, considering the sensitivity of the area, there is the potential that archaeological resources are present that may be disturbed during grading activities associated with the proposed project. The City has standard conditions applied prior to the issuance of grading permits when a project site includes potentially significant archaeological sites. These include retaining a qualified archaeologist, establishing procedures for cultural and scientific resource surveillance, and protection of any resources discovered during the grading process. Thus, with adherence to Mitigation Measure CUL-2 as required under the Certified EIR and compliance with standard conditions of approval, impacts related to archaeological resources would be reduced and the development of the proposed project would not result in any new significant impacts to archaeological resources. Therefore, no new impacts would occur, and there would be no changes or new information associated with development of the proposed project that would require the preparation of a subsequent or supplemental EIR.

- c) **Disturb any human remains, including those interred outside of dedicated cemeteries?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR determined that no known human remains occur within the planning area and it is not anticipated that human remains are present within the planning area. However, in the

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event that human remains are discovered due to grading and excavation of the project site during construction of the proposed project, California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 require that the District stop all work in the area of the find and notify the County Coroner and the Native American Heritage Commission. Mandatory compliance with these requirements would ensure that impacts to human remains are less than significant. Therefore, no new impacts would occur, and there would be no changes or new information associated with development of the proposed project that would require the preparation of a subsequent or supplemental EIR.

4.5.3 Adopted Mitigation Measures Applicable to the Proposed Project

The Certified EIR identified mitigation measures CULT-1 through CULT-4 to reduce impacts on cultural resources. However, only Mitigation Measures CULT-2 through Cult-4 would apply to the proposed project. The following revised mitigation measures are referenced from the Certified EIR would apply to the proposed project to reduce impacts on cultural resources.

CULT-2 Monitoring of excavation and grading activities associated with ~~future development in PAs 51 and 30~~ the proposed project shall be conducted by a certified archaeologist, that will be on-call and notified to be present for monitoring during all grading and other significant ground-disturbing activities that would occur beneath the existing artificial fill ~~in accordance with the report required in Mitigation Measure Cult1.~~ If resources are encountered in the course of ground disturbance, the archaeological monitor shall be empowered to halt grading and to initiate an archaeological testing program. The testing shall include recordation of artifacts, controlled removal of the materials, and an assessment of their importance under CEQA and the City's local guidelines. Compliance with this measure shall be verified by the ~~Community Development Department~~ IUSD.

CULT-3 Prior to ~~the issuance of grading permits and/or building permits for any future development in PAs 51 and 30~~ construction activities for the proposed project, a detailed mitigation program shall be ~~submitted by the applicant to the City of Irvine~~ prepared by the District to address archaeological resources discovered during grading. Provisions of the program shall include an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be a unique archaeological resource, ~~contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation shall be available.~~ Work may continue on other parts of the construction site while archaeological resource mitigation takes place. ~~The City of Irvine has standard conditions applied prior to the issuance of grading permits when a project site includes potentially significant archaeological sites. These include retaining~~ The District shall retain a qualified archaeologist, establishing

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procedures for cultural and scientific resource surveillance, and protection of any resources discovered during the grading process. Compliance with this measure shall be verified by the ~~Community Development Department~~ District.

CULT-4 ~~Prior to the issuance of any grading and/or building permits~~ construction activities, a mitigation program shall be ~~submitted by the developer to the City of Irvine prepared by the District~~ to address the accidental discovery or recognition of any human remains. The program shall include the following:

There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- The county coroner must be contacted to determine that no investigation of the cause of death is required, and

If the coroner determines the remains to be Native American:

- The coroner shall contact the Native American Heritage Commission within 24 hours.
- The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
- The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriated dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
- Where the following conditions occur, the landowner or his authorized representative shall reburial the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.
 - The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.
 - The descendant identified fails to make a recommendation; or
 - The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native

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American Heritage Commission fails to provide measures acceptable to the landowner.

Compliance with this measure shall be verified by the ~~Community Development Department~~ IUSD.

Similar to the approved project, implementation of mitigation measures from the Certified EIR would reduce all significant impacts on cultural resources to a less-than-significant level. No change or impact would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

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4.6 ENERGY

4.6.1 Summary of Impacts Identified in the Approved Project

The Certified EIR did not specifically analyze energy because it was approved prior to the 2019 amendments to the CEQA Guidelines to incorporate subdivision (b) to CEQA Guidelines Section 15162.2. However, the approved project would be required to comply with the Irvine Sustainable Community Initiative, which is an ordinance that implements policies in support of renewable energy, green building, and sustainability.

Because environmental and regulatory settings were not addressed specifically with respect to energy in the approved project, and because the environmental and regulatory settings for the proposed project have changed since the certification of the EIR, the following discussion is provided to update conditions relative to development of the proposed project.

4.6.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	N/A	No	No	No	Yes
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	N/A	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
 SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

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- a) **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The following discusses the potential energy demands from construction activities associated with the construction and operation of the proposed project.

Short-Term Construction Impacts

The Certified EIR did not specifically analyze energy because it was approved prior to the 2019 amendments to the CEQA Guidelines to incorporate subdivision (b) to CEQA Guidelines Section 15162.2. Construction of the proposed project would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use.

Electrical Energy

Similar to the approved project, construction of the proposed project would require electricity use to power the construction equipment. The majority of construction equipment would be gas- or diesel-powered, and electricity would not be used to power most of the construction equipment. Electricity use during construction would vary during different phases of construction. Later construction phases could result in the use of electricity-powered equipment for interior construction and architectural coatings. It is anticipated that the majority of electric-powered construction equipment would be hand tools (e.g., power drills, table saws) and lighting, which would result in minimal electricity usage during construction activities. Therefore, proposed project-related construction activities would not result in wasteful or unnecessary electricity demands. No new impacts would occur that would require the preparation of a subsequent or supplemental EIR.

Natural Gas Energy

Construction equipment would not be powered by natural gas for either the approved project or the proposed project. Therefore, impacts would be less than significant with respect to natural gas usage. No new impacts would occur that would require the preparation of a subsequent or supplemental EIR

Transportation Energy

Transportation energy use during construction of the approved project and proposed project would come from delivery vehicles, haul trucks, and construction employee vehicles. In addition, transportation energy demand would come from use of off-road construction equipment. It is anticipated that the majority of off-road construction equipment, such as those used during demolition and grading, would be gas or diesel powered.

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The use of energy resources by vehicles and equipment would fluctuate according to the phase of construction and would be temporary. In addition, all construction equipment would cease operating upon completion of project construction. Thus, impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure. Furthermore, to limit wasteful and unnecessary energy consumption, the construction contractors are anticipated to minimize nonessential idling of construction equipment during construction, in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9. Construction trips would also not result in unnecessary use of energy since the project site is centrally located and is served by numerous regional freeway systems (e.g., I-5 and SR-261) that provide the most direct routes from various areas of the region. Electrical energy would be available for use during construction from existing connections, precluding the use of less efficient generators. Thus, energy use during construction of the project would not be considered inefficient, wasteful, or unnecessary. No new impacts would occur that would require the preparation of a subsequent or supplemental EIR.

Long-Term Impacts During Operation

Operation of the approved project would generate demand for electricity and natural gas and would result in transportation energy use. Similarly, the proposed project would also create demand for electricity and natural gas on the project site and would also result in transportation energy use. Operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, use of on-site equipment and appliances; and indoor, outdoor, and perimeter lighting.

Electrical Energy

Electrical service to the campus would continue to be provided by Southern California Edison through connections to existing off-site electrical lines as needed. The proposed project would add a new two-story classroom building to the campus. The Certified EIR determined that the approved project would comply with the energy use guidelines in Title 24 of the California Administrative Code. Similarly, the proposed project would also be consistent with the requirements of the Building Energy Efficiency Standards and California Green Building Standards Code (CALGreen). However, the Title 24 standards were most recently updated in 2022 and would be more stringent than the standards that applied to the approved project. These features would comply with the goals outlined in Appendix F of the CEQA Guidelines, as the proposed project would promote the use of renewable energy and decrease reliance on fossil fuels to meet the electricity demands of the campus. Because the proposed project would comply with these regulations and would provide features to decrease electricity use by the campus, it would not result in wasteful, inefficient, or unnecessary electricity demands. Therefore, operation of the proposed project would result in a less-than-significant impact

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related to electricity. No new impacts would occur that would require the preparation of a subsequent or supplemental EIR.

Natural Gas Energy

The Certified EIR determined that the approved project would comply with the energy use guidelines in Title 24 of the California Administrative Code. Similarly, the proposed project would be consistent with the requirements of the latest Building Energy Efficiency Standards and CALGreen. These measures would comply with the goals outlined in Appendix F of the CEQA Guidelines, as the proposed project would decrease reliance on fossil fuels to meet the natural gas demands of the campus, it would not result in wasteful, inefficient, or unnecessary natural gas demands. Therefore, operation of the proposed project would result in less-than-significant impacts with respect to natural gas usage. No new impacts would occur that would require the preparation of a subsequent or supplemental EIR.

Transportation Energy

Both the approved project and proposed project would consume fuel and other forms of transportation energy during operations from the use of motor vehicles. Because the efficiency of the motor vehicles in use, such as the average miles per gallon for motor vehicles involved with the proposed project are unknown, estimates of transportation energy use is assessed based on the overall vehicle miles traveled (VMT) and related transportation energy use. Both the approved and proposed project's VMT would primarily come from students and staff. Student population is expected to increase by 200 students, which would increase VMT to the project site by a negligible amount.

As electricity consumed in California is required to meet the increasing renewable energy mix requirements under the state's RPS and accelerated by Senate Bill (SB) 1020, greater and greater proportions of electricity consumed for transportation energy demand envisioned under the proposed project would continue to be sourced from renewable energy sources rather than fossil fuels. While the student capacity would increase under the proposed project, the proposed project would serve the local population as the majority of the daily vehicle trips generated by the proposed project would result from drop-off and pick-up of students residing within close proximity to the existing school campus. In addition, as noted in Section 4.17, *Transportation*, consistent with the City of Irvine's Traffic Study Guidelines, the proposed project does not require analysis of VMT as it is exempt since the proposed project is serving as a public school (kindergarten through 12th grade). Furthermore, since vehicle fuel efficiencies would improve year over year through the buildout and result in a decrease in overall per capita transportation energy consumption, impacts would be less than significant with respect to operation-related fuel usage for the proposed project as compared to the approved project. No new impacts would occur that would require the preparation of a subsequent or supplemental EIR.

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b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The state's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. The RPS goals have been updated since adoption of SB 1078 in 2002. In general, California has RPS requirements of 50 percent by 2026, 52 percent by 2027, 60 percent by 2030, 90 percent by 2035, 95 percent by 2040, and 100 percent by 2045.

The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as Southern California Edison, whose compliance with RPS requirements would contribute to the state objective of transitioning to renewable energy. The land uses accommodated by the proposed project would not change (school use), and the proposed project would comply with the most recent Title 24 energy efficiency standards. Therefore, implementation of the proposed project would not conflict with or obstruct implementation of California's RPS Program, and this impact would be less than significant.

4.6.3 Adopted Mitigation Measures Applicable to the Proposed Project

Energy impacts were not analyzed in the Certified EIR, thus, no mitigation measures were identified in the Certified EIR for the approved project. However, as previously described in Section 4.6.2, the proposed would not result in new energy impacts would occur. Therefore, no new changes or impacts would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

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4.7 GEOLOGY AND SOILS

4.7.1 Summary of Impacts Identified in the Approved Project

The Certified EIR evaluated potential impacts related to geology, soils, and paleontological resources associated with redevelopment of the former MCAS El Toro, which includes the Beacon Park area. The analysis determined that the project area is within a seismically active region of Southern California but that no active or potentially active faults traverse or project into the site. Although the area could experience strong ground shaking from nearby active fault zones such as the Newport-Inglewood and Elsinore Faults, the Certified EIR concluded that compliance with applicable building codes and site-specific geotechnical recommendations would ensure that new development is designed to withstand anticipated seismic forces.

The Certified EIR also identified that the potential for liquefaction within the Great Park area is low due to dense alluvial soils and groundwater depths generally exceeding 80 feet below the surface. Localized occurrences of expansive soils, differential settlement, or soil erosion were noted as potential issues during grading, but these could be effectively managed through standard engineering design, erosion control practices, and adherence to the City's Grading and Water Quality Ordinances. Because the terrain is largely level, the risk of landslides, subsidence, or collapse was determined to be low, and no unstable or unique geologic features were identified within the project area.

To ensure that all future development within the Great Park area incorporated appropriate design and construction safeguards, the Certified EIR established Mitigation Measures GS-1 through GS-4. These measures require that all new development be designed in accordance with current seismic provisions and City-adopted building codes (GS-1), that project-specific geotechnical studies be prepared prior to development to address site conditions and prevent settlement (GS-2), that existing structures be seismically evaluated for compliance with modern safety standards prior to reuse (GS-3), and that detailed geotechnical and hydrology reports be prepared prior to grading to address erosion control, surface runoff, and long-term drainage management (GS-4). Implementation of these measures, together with compliance with the California Building Standards Code and local grading requirements, was found to reduce all geology- and soils-related impacts to less-than-significant levels.

The Certified EIR also evaluated the potential for development to affect paleontological resources or unique geologic features. Although much of the former base had been previously graded or disturbed, deeper subsurface formations within the Great Park area were recognized as having the potential to contain scientifically important fossil remains. To address this possibility, the Certified EIR included Mitigation Measure P-1, which requires the retention of a qualified paleontologist prior to grading, monitoring of earth-moving activities in sensitive

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formations, recovery and preservation of any fossil specimens encountered, and temporary halting or diversion of grading if necessary to allow for fossil recovery.

With implementation of Mitigation Measures GS-1 through GS-4 and P-1, and adherence to standard City grading and building regulations, the Certified EIR concluded that impacts related to geology, soils, seismic hazards, and paleontological resources would be less than significant, and no significant and unavoidable impacts were identified for these topics.

4.7.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	LTS/M	No	No	No	Yes
ii) Strong seismic ground shaking?	LTS/M	No	No	No	Yes
iii) Seismic-related ground failure, including liquefaction?	LTS	No	No	No	Yes
iv) Landslides?	LTS/M	No	No	No	Yes

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Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
b) Result in substantial soil erosion or the loss of topsoil?	LTS/M	No	No	No	Yes
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	LTS	No	No	No	Yes
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	LTS/M	No	No	No	Yes
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	LTS	No	No	No	Yes
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	N/A	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
 SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. The Certified EIR concluded that no active or potentially active faults traverse or project into the former MCAS El Toro site. The campus is not within an Alquist-Priolo Earthquake Fault Zone, and the nearest regional faults, the Newport-Inglewood and Elsinore Faults, are more than 10 miles from the project site (DOC 2025d). Therefore, the potential for surface rupture is extremely low. The proposed project would not alter project site conditions or introduce new fault hazards. Therefore, no adverse impacts would occur, and no changes or new information has been presented that would require the preparation of a subsequent or supplemental EIR.

- ii) **Strong seismic ground shaking?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. The project site could be subject to ground shaking during a regional seismic event; however, the new classroom building would be designed and constructed in accordance with the 2022 California Building Code (CBC) and the City's seismic design criteria, which incorporate updated engineering standards for structural performance during earthquakes. Compliance with applicable building code provisions and implementation of Mitigation Measure GS-1 (design to seismic standards) would ensure that seismic hazards are appropriately addressed. Implementation of the proposed project would not result in any new significant impacts or increase the severity of impacts previously identified in the approved project. Therefore, no adverse impacts would occur, and no changes or new information has been presented that would require the preparation of a subsequent or supplemental EIR.

- iii) **Seismic-related ground failure, including liquefaction?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. The Certified EIR and General Plan Safety Element identified a low potential for liquefaction due to dense subsurface soils and groundwater depths greater than 80 feet (City of Irvine 2024). The campus has been previously graded and compacted, further reducing liquefaction risk. Any minor variability in subsurface conditions would be addressed through compliance with Mitigation Measure GS-1 and Mitigation Measures GS-2, which require preparation of project-specific geotechnical evaluations and adherence to CBC seismic design standards. Therefore, no adverse impacts would occur, and no changes or new information has been presented that would require the preparation of a subsequent or supplemental EIR.

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iv) Landslides?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. The project site is level and underlain by stable soils within the Tustin Plain. No steep slopes or landslide-prone areas are present. The proposed project would not increase landslide potential or involve grading that could destabilize adjacent property. Therefore, no adverse impacts would occur, and no changes or new information has been presented that would require the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. The project site is already fully developed. Standard erosion and sediment control best management practices (BMPs) would be implemented under the National Pollutant Discharge Elimination System Construction General Permit. Thus, implementation of the proposed project would not result in any new significant impacts or increase the severity of impacts previously identified in the approved project. Therefore, no adverse impacts would occur, and no changes or new information has been presented that would require the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. The Certified EIR found most soils in the Great Park area to be well suited for grading and construction, and no significant impacts from landslides, lateral spreading, subsidence, liquefaction, or collapse were anticipated under either the Base Plan or Overlay Plan. The proposed classroom addition would not alter underlying stability conditions. Compliance with Mitigation Measure GS-1, which requires adherence to geotechnical recommendations and CBC design standards, would ensure stability during and after construction.

The City's updated General Plan Safety Element identifies landslide hazards primarily in the foothills of the Santa Ana Mountains and San Joaquin Hills, and subsidence potential in low-lying areas over the Orange County Water District groundwater basin (City of Irvine 2024). The project site is not in these hazard zones, and Irvine has no history of acute subsidence events (City of Irvine 2024). Accordingly, consistent with the Certified EIR and the City's Safety Element, no new or more severe impacts would occur, and no new information has been identified that would require preparation of a subsequent or supplemental EIR.

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

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Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Localized expansive soils may occur within the Great Park area. Mitigation Measure GS-1 requires site-specific geotechnical analysis and foundation design to address expansive soils, as well as recommendations for slab and drainage design. Compliance with these measures would prevent damage from soil expansion. Implementation of the proposed project would not result in any new significant impacts or increase the severity of impacts previously identified in the approved project. Therefore, no adverse impacts would occur, and no changes or new information has been presented that would require the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The project site would connect to existing sewer system and would not involve other alternative wastewater disposal systems. The proposed project would not use septic tanks or other alternative wastewater disposal systems. Therefore, development of the proposed project would not result in any new impacts that were not previously analyzed and would not warrant the preparation of a subsequent or supplemental EIR.

- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR identified that the Orange County Great Park area is underlain by sedimentary formations that have the potential to contain paleontological resources, particularly within deeper undisturbed alluvial or bedrock units. The project site has been previously graded and developed, substantially reducing the potential for disturbance of intact paleontological resources or unique geologic features.

However, in the unlikely event that previously undiscovered fossil remains are encountered during ground disturbance, Mitigation Measure P-1 from the Certified EIR would continue to apply. Under this measure, a qualified paleontologist must be retained prior to grading to monitor construction, recover any fossil materials, and ensure appropriate curation of recovered specimens. Compliance with Mitigation Measure P-1, along with City standard grading and monitoring procedures, would ensure that potential paleontological resources are protected.

Implementation of the proposed project would not result in any new significant impacts or increase the severity of impacts previously identified for the approved project. Therefore, no adverse impacts would occur, and no changes or new information have been presented that would require the preparation of a subsequent or supplemental EIR.

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4.7.3 Adopted Mitigation Measures Applicable to the Proposed Project

The Certified EIR identified Mitigation Measures GS-1 through GS_4 to reduce impacts on geological resources. However, only Mitigation Measure GS-1 would apply to the proposed project. Additionally, the Certified EIR identified Mitigation Measure P-1 to reduce impacts on paleontological resources, which is still applicable to the proposed project. The following revised mitigation measure is referenced in the Certified EIR, and would apply to the proposed project to reduce impacts to geological and paleontological resources:

GS 1. ~~Prior to issuance of a building permit~~ construction activities, the ~~City of Irvine~~ IUSD shall require that all development be designed in accordance with the seismic design provisions outlined in ~~future proposed development geotechnical reports and specified in the latest Building Codes adopted by the City of Irvine State of California.~~ Compliance with this measure shall be verified by the ~~Community Development Department-District.~~

P 1. ~~Prior to issuance of a grading permit for any portion of the project area~~ In the event that any paleontological discoveries are made during construction of the proposed project, the contractor shall notify the qualified paleontologist ~~shall be retained by the City or designee~~ IUSD to carry out an appropriate paleontology investigation of the area proposed for grading. (A qualified paleontologist is defined as an individual with an M.S. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques.) ~~The City of Irvine has standard conditions applied prior to the issuance of grading permits when a project site includes potentially significant paleontological sites, and paleontological monitoring conditions have not been attached to the previous map approval. These standard conditions include retaining a qualified paleontologist, establishing procedures for cultural and scientific resource surveillance, and protection of any resources discovered during the grading process.~~

When fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period of time. However, some fossils specimens (such as a complete large mammal skeleton) may require an extended salvage period. In these instances, the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovery of small fossil remains, such as isolated mammal teeth, it may be necessary in certain instances to set up a screen-washing operation on-site.

Fossil remains collected during the monitoring and salvage portion of the mitigation program shall be cleaned, repaired, sorted, and cataloged. Compliance with this measure shall be verified by the ~~Community Development Department~~ District.

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4.8 GREENHOUSE GAS EMISSIONS

4.8.1 Summary of Impacts Identified in the Approved Project

The Certified EIR analyzed the greenhouse gas (GHG) emissions of the approved project using the South Coast AQMD’s draft target efficiency metric threshold. It was determined that the approved project had a less-than-significant impact on GHG emissions looking at either operational emissions alone or construction and operational emissions together. The Certified EIR did not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

4.8.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	LTS	No	No	No	Yes
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	LTS	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

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

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Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Proposed project-related construction and operational would not exceed SCAQMD's bright-line threshold and were already assumed in the Certified EIR because the proposed project involves no operational changes to the campus. Therefore, the proposed project would not result in new or substantially greater impacts related to GHG emissions and preparation of a subsequent or supplemental EIR is not required.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Applicable plans adopted for the purpose of reducing GHG emissions for the proposed project include the CARB's Scoping Plan and SCAG's Regional Transportation Plan/Sustainable Communities Strategy.

CARB Scoping Plan

Since certification of the EIR, CARB has adopted the 2022 Climate Change Scoping Plan. The latest 2022 Climate Change Scoping Plan outlines the state's strategies to reduce GHG emissions in accordance with the targets established under Assembly Bill (AB) 32, SB 32, and AB 1279 (CARB 2022). The Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

Statewide strategies to reduce GHG emissions in the 2022 Climate Change Scoping Plan include: implementing SB 100, which expands the RPS to 60 percent by 2030; expanding the Low Carbon Fuel Standards to 18 percent by 2030; implementing the Mobile Source Strategy to deploy zero-electric vehicle buses and trucks; implementing the Sustainable Freight Action Plan; implementing the Short-Lived Climate Pollutant Reduction Strategy, which reduces methane and hydrofluorocarbons to 40 percent below 2013 levels by 2030 and black carbon emissions to 50 percent below 2013 levels by 2030; continuing to implement SB 375; creating a post-2020 Cap-and-Trade Program; and developing an Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Statewide strategies to reduce GHG emissions include the low carbon fuel standards, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the CAFE standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 32, SB 32, and AB 1279. In addition, similar to the approved project, the proposed project also would be subject to the Building Energy Efficiency Standards and CALGreen. Because the proposed project would comply with the latest 2022 energy standards, it would offer an improvement over the energy standards of the approved project. The proposed project would comply with these GHG

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emissions reduction measures since they are statewide strategies. The proposed project GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 32, SB 32, and AB 1279 were adopted. Therefore, no new impacts would occur, and there would be no changes or new information associated with the development of the proposed project that would require the preparation of a subsequent or supplemental EIR.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

Since the certification of the EIR, SCAG adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) in September 2020. Connect SoCal identifies that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options are consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal is to plan for the Southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands (SCAG 2020). Connect SoCal's transportation projects help more efficiently distribute population, housing, and employment growth, and forecast development is generally consistent with regional-level general plan data to promote active transportation and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network in Connect SoCal, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per capita targets for the SCAG region.

The Connect SoCal Plan does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency to governments and developers. The proposed project would construct a new classroom building within the existing school campus for the existing and future students of Beacon Park School. The proposed project would not change underlying zoning or uses on the proposed site. The proposed project would continue to serve the local student population within the surrounding communities. Serving the local community may reduce vehicle miles traveled by adding additional capacity to the existing school and thus providing a closer option for students who may need to attend other schools under existing conditions. Therefore, the proposed project would not interfere with SCAG's ability to implement the regional strategies in Connect SoCal. No new impacts would occur, and there would be no changes or new information associated with the development of the proposed project that would require the preparation of a subsequent or supplemental EIR.

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4.8.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures identified in the Certified EIR would be applicable to the proposed project. Therefore, no new changes or impacts would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

4.9 HAZARDS AND HAZARDOUS MATERIALS

4.9.1 Summary of Impacts Identified in the Approved Project

In the Certified EIR, hazards and hazardous materials are discussed in Section 5.5, *Public Health and Safety*. The Certified EIR analyzed potential hazards and hazardous materials impacts associated with redevelopment of the former MCAS El Toro. The Certified EIR identified that historical military operations involved the storage, use, and disposal of fuels, solvents, and other hazardous substances that resulted in localized soil and groundwater contamination. These areas were remediated through the Department of the Navy's Installation Restoration Program and evaluated under the Base Realignment and Closure process. The U.S. Environmental Protection Agency (EPA) and California Department of Toxic Substances Control determined that cleanup actions were complete and that property within the Great Park planning area, including the project site, was suitable for unrestricted public use.

The Certified EIR concluded that, with implementation of Mitigation Measures HH-1 through HH-6, potential hazards related to residual contamination, asbestos-containing materials, lead-based paint, and future construction activities would be reduced to less-than-significant levels. These measures require ongoing disclosure of hazardous materials information, confirmation of remediation and institutional controls prior to property transfer, removal or management of asbestos-containing materials and lead-based paint, coordination with the Orange County Fire Authority (OCFA) for fire and life-safety compliance, and preparation of a protocol plan for addressing any previously unidentified contamination during grading or construction. No significant and unavoidable impacts related to hazards or hazardous materials were identified in the Certified EIR.

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4.9.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	LTS	No	No	No	Yes
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	LTS/M	No	No	No	Yes
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	LTS	No	No	No	Yes
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	LTS	No	No	No	Yes

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	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
Environmental Issues					
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	NI	No	No	No	Yes
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	LTS	No	No	No	Yes
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	N/A	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Construction of the proposed project would involve limited use of common hazardous materials such as fuels, oils, paints, and solvents typical of short-term construction. These materials would be stored and handled in accordance with state and federal regulations, including the California Code of Regulations Title 8 and local Fire Code requirements. The school's ongoing operations would continue to involve routine custodial and maintenance supplies in small, properly stored quantities. No substantial increase in the transport, use, or disposal of hazardous materials

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would occur. Mitigation Measure HH-5 identified in the Certified EIR would ensure that a protocol plan is in place for managing any accidental discoveries of unknown materials.

Implementation of the proposed project would not result in any new significant impacts or increase the severity of impacts previously identified for the approved project. Therefore, no adverse impacts would occur, and no changes or new information have been presented that would require the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR identified historic hazardous materials associated with the former MCAS El Toro; however, these areas were remediated under the Department of the Navy's Installation Restoration Program and verified by the California Department of Toxic Substances Control and the U.S. EPA as suitable for unrestricted use prior to transfer. The campus is fully remediated and suitable for sensitive land uses, including schools.

During construction, the potential for accidental spills of fuels, lubricants, or other materials would be minimized through standard construction BMPs and compliance with Mitigation Measure HH-5, which requires preparation of a protocol plan for worker safety, contamination response, and agency notification if previously unidentified materials are encountered.

This measure would ensure continued protection of human health and the environment during construction and operation. Implementation of the proposed project would not result in any new significant impacts or increase the severity of impacts previously identified for the approved project. Therefore, no adverse impacts would occur, and no changes or new information have been presented that would require the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project would occur entirely within the existing campus, which already accommodates TK-8 educational uses. No industrial or hazardous emissions sources are within one-quarter mile of the site, and the proposed project would not introduce new hazardous materials or operations beyond routine school use. Construction would involve only temporary use of small quantities of common materials such as fuels and paints; all managed under existing regulations.

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Implementation of the proposed project would not result in any new significant impacts or increase the severity of impacts previously identified for the approved project. Therefore, no adverse impacts would occur, and no changes or new information have been presented that would require the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The project site is not listed on the Cortese List or any other regulatory database of contaminated sites (DTSC 2025). The property was reviewed and cleared under the MCAS El Toro Base Realignment and Closure process, and all necessary remediation was completed to meet unrestricted use standards. The proposed project would not include any components that would introduce new hazardous materials to the project site or the campus. Therefore, no adverse impacts would occur, and no changes or new information have been presented that would require the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The project site is approximately seven miles east of John Wayne Airport and is outside any Airport Environs Land Use Plan safety or noise influence area (ALUC 2008). The proposed two-story classroom building would not result in new aviation hazards, alter existing flight patterns, or expose occupants to excessive aircraft noise. Therefore, no adverse impacts would occur, and no changes or new information have been presented that would require the preparation of a subsequent or supplemental EIR.

- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project would occur entirely within the existing campus and would not alter or obstruct adjacent public rights-of-way. Emergency access routes to the campus from Great Park Boulevard and neighborhood streets would remain available during and after construction. Project plans would be reviewed by the OCFA, in compliance with Mitigation Measures HH-3 and HH-4, to ensure continued compliance with emergency response and fire-life-safety standards.

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Implementation of the proposed project would not result in any new significant impacts or increase the severity of impacts previously identified for the approved project. Therefore, no adverse impacts would occur, and no changes or new information have been presented that would require the preparation of a subsequent or supplemental EIR.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Beacon Park School campus is in a fully urbanized area of Irvine and is not within a State Responsibility Area or a Very High Fire Hazard Severity Zone (CAL FIRE 2025). Vegetation on-site consists of maintained ornamental landscaping, and the area is served by the OCFA and City water infrastructure. Consistent with Mitigation Measure HH-3, any new development is reviewed by OCFA for compliance with fire-protection and fuel-modification requirements.

Therefore, no adverse impacts would occur, and no changes or new information have been presented that would require the preparation of a subsequent or supplemental EIR.

4.9.3 Adopted Mitigation Measures Applicable to the Proposed Project

The Certified EIR identified Mitigation measures HH-1 through HH-6 to reduce impacts to public health and safety. The Certified EIR identified Mitigation Measures HH-1 through HH-6 to reduce impacts on public health and safety (hazards and hazardous materials). However, only Mitigation Measures HH-3 through HH-5 would apply to the proposed project. The following revised mitigation measures are referenced in the Certified EIR, and would apply to the proposed project to reduce impacts on hazards and hazardous materials:

HH 3 The ~~Community Development Department~~ IUSD, in coordination with the Orange County Fire Authority (OCFA), will be responsible for review of all development plans, which would include evaluation of very high fire severity zones, special fire protection plans, and any requirements for fuel modification zones. Projects potentially impacted by wildland fire hazards will be subject to OCFA Guidelines for “Development Within and Exclusion from Very High Fire Severity Zones” and “Fuel Modification Plans and Maintenance.” Additionally, all demolition, renovation, and construction activities in the project area will be subject to review by OCFA to ensure adequate fire protection, water flow, emergency access, design features, etc., according to the standards of the Uniform Fire Code and the California Fire Code. Due to the implementation of these standard fire protection procedures, the proposed project is not anticipated to result in significant short- or long-term adverse impacts related to fire hazards.

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HH 4 Prior to ~~issuance of occupancy permits of construction of any existing new~~ structure at the former MCAS El Toro, a fire life-safety evaluation of the structure including recommendations for improvements required for compliance with DSA ~~with current Building Codes for use of existing structures adopted by the City of Irvine and plans for any required improvements~~ shall be submitted to the ~~Chief Building Official~~ Division of the State Architect for review and approval.

HH 5 Prior to ~~the issuance of a grading permit~~ construction activities, the ~~applicant contractor~~ shall prepare and the ~~Director of Community Development~~ IUSD shall approve a protocol plan (including but not limited to worker training, health and safety precautions, additional testing requirements, and emergency notification procedures) in the event of unknown hazardous materials are discovered during grading, construction, and/or related development activities. ~~The applicant and/or property owner that~~ If the District discovers contamination due to past military operations not previously identified by the Department of Navy (DON), the District shall be responsible for notifying the DON, and the appropriate regulatory agencies, ~~and the Director of Community Development of the City of Irvine in a timely manner~~. Additionally, said protocol plan shall be revised should the discovery of previously unknown hazardous materials be made during any of the previously mentioned development activities.

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4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Summary of Impacts Identified in the Approved Project

The Certified EIR determined that the approved project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The proposed project would be required to comply with state, regional, and local water quality standards. The Certified EIR determined that the approved project is not near the ocean nor other large bodies of water that may result in inundation due to seiche, tsunami mudflow. The Certified EIR concluded that the approved project would result in a less-than-significant impact with respect to hydrology and water quality.

4.10.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	LTS	No	No	No	Yes
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	LTS	No	No	No	Yes

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Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	LTS				
i) result in substantial erosion or siltation on- or off-site;	LTS	No	No	No	Yes
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	LTS	No	No	No	Yes
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	LTS	No	No	No	Yes
iv) impede or redirect flood flows?	LTS	No	No	No	Yes
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	LTS	No	No	No	Yes

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Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	LTS	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
 SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project would be required to comply with state, regional, and local water quality standards, and there are no unusual conditions associated with the proposed project that could result in substantial water quality degradation. The proposed project would adhere to the Regional Water Quality Control Board. Similar to the approved project, the proposed project would incorporate water quality features in conformance with Regional Water Quality Control Board standards to ensure that post-construction water quality and downstream effects remain less than significant. The proposed project would not otherwise substantially degrade water quality. Therefore, no adverse impacts would occur, and no changes or new information has been presented that would require the preparation of a subsequent or supplemental EIR.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project would not substantially degrade groundwater supplies or interfere substantially with groundwater recharge. Therefore, no adverse impacts would occur, and no changes or new information has been presented that would require the preparation of a subsequent or supplemental EIR.

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- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

- i) **result in a substantial erosion or siltation on- or off-site;**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. The TTOD zoning designation provides a multi-use environment with various urban land uses including educational uses. The proposed project would be developed in a similar manner following the approved project. The Certified EIR determined that drainage patterns and the infrastructure required are within the range expected in the TTOD. Implementation of the proposed project would not result in any new significant impacts or increase the severity of impacts previously identified in the approved project. Therefore, no adverse impacts would occur, and no changes or new information has been presented that would require the preparation of a subsequent or supplemental EIR.

- ii) **substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. The TTOD land use designation provides a multi-use environment with various urban land uses including educational uses. Development and operation of the proposed project would not involve a significant change in the course of a stream or river or increase the rate or amount of surface runoff as compared to the approved project. Runoff rates and potential impacts on downstream areas are within the range expected in the TTOD. Implementation of the proposed project would not result in any new significant impacts or increase the severity of impacts previously identified in the approved project. Therefore, no adverse impacts would occur, and no changes or new information has been presented that would require the preparation of a subsequent or supplemental EIR.

- iii) **create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. The TTOD land use designation provides a multi-use environment with various urban land uses including educational uses. Development and operation the proposed project would not involve stormwater discharges that are within the range expected in the TTOD and would not contain constituents that would exceed wastewater treatment requirements of the Regional Water Quality Control Board. Therefore, the proposed project would not result in new impacts compared to the approved project, and impacts would be less than significant. Therefore, no adverse impacts would occur, and no changes

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or new information has been presented that would require the preparation of a subsequent or supplemental EIR.

iv) impede or redirect flood flows?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. The project site is zoned X by the FEMA Flood Insurance Map (FEMA 2025). The proposed project would not impede or redirect flood flows within a 100-year flood hazard area. No impact is anticipated. Therefore, no impact would occur, and no changes or new information would occur that would require the preparation of a subsequent or supplemental EIR.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. The Certified EIR indicates that there are no inland bodies of water, dams, or levees that could pose a substantial flood hazard to the project site. A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. There are no slopes on the project site that could pose a substantial flood hazard due to mudflow. A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project site is approximately nine miles inland from the Pacific Ocean. No substantially adverse risk of flooding due to a tsunami is anticipated. No impacts related to seiche, tsunami, and mudflow would occur. Therefore, no impact would occur, and no changes or new information would occur that would require the preparation of a subsequent or supplemental EIR.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. The City implemented a Storm Water Runoff Management Program to ensure that water quality is protected. Similar to the approved project, the proposed project would comply with all federal, state, and local regulations discussed in the Certified EIR. Therefore, no impact would occur, and no changes or new information would occur with the development of the proposed project that would require the preparation of a subsequent or supplemental EIR.

4.10.3 Adopted Mitigation Measures Applicable to the Proposed Project

The Certified EIR identified Mitigation Measures H/WQ-1 through H/WQ-4 to reduce impacts on hydrology and water quality. However, none of the mitigation measures referenced in the Certified EIR would apply to the proposed project, and no new mitigation measures would be required. Construction and operation of the project were required to comply with standard state and local regulatory requirements, including the National Pollutant Discharge Elimination System General Construction Permit, Municipal Separate Storm Sewer System Permit, and City of Irvine Grading and Drainage Ordinance, which provide equivalent or greater protection against erosion and pollutant discharge. These existing regulatory mechanisms remain applicable to the proposed project and are sufficient to ensure that impacts would remain less than significant. Therefore, no new changes or impacts would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

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4.11 LAND USE AND PLANNING

4.11.1 Summary of Impacts Identified in the Approved Project

The Certified EIR determined that the campus is designated Planning Area 51 Orange Great Park by the City of Irvine General Plan and allows for educational uses. The Certified EIR determined that the operation and development of a school would be consistent with the land uses intended within the TTOD zone, which would fulfill the goals, objectives, and policies of the General Plan. The Certified EIR determined no significant impacts to land use and planning have been identified.

4.11.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
a) Physically divide an established community?	LTS	No	No	No	Yes
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	LTS	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

a) Physically divide an established community?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The project site is currently developed with the existing Beacon Park School and has neighboring residential areas to the west, south, east, and north. The proposed project would

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not physically divide an existing established community because all improvements would occur within the existing campus, and there is no housing on site. Therefore, no new impacts would occur, and no changes or new information would occur that would require the preparation of a subsequent or supplemental EIR.

- b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The campus is zoned TTOD, which allows for a mix of residential, commercial, recreational, and educational uses that support a multi-use environment. The project site is not part of the habitat preserve, and development of the project site would not conflict with any HCP or NCCP. No significant impacts to HCP/NCCP were identified in the Certified EIR. In addition, the proposed project would be consistent with the City's General Plan land use and zoning code designations. Improvements associated with the proposed project would occur within the existing campus, and no land use changes are proposed. Therefore, development of the proposed project would not result in any new impacts that were not previously analyzed and would not warrant the preparation of a subsequent or supplemental EIR.

4.11.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures were identified in the Certified EIR for Land Use and Planning, and no new mitigation measures would be required for the proposed project. Therefore, no new changes or impacts would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

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4.12 MINERAL RESOURCES

4.12.1 Summary of Impacts Identified in the Approved Project

The Certified EIR determined that the approved project would not result in any impact on mineral resources because the project site does not contain any such resources. The project site does not contain any locally important mineral resources and is not delineated on a local general plan, or the land use plans. Therefore, no adverse impact would occur regarding mineral resources.

4.12.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	LTS	No	No	No	Yes
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	LTS	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
 SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.
 According to the Department of Conservation Mineral Land Classification Maps, the project site

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is within an area classified as MRZ-1, which is an area that indicates there is little likelihood that significant mineral resources are present (DOC 2025). Development of the proposed project would not result in a loss of mineral resources as the project site is currently developed with an existing campus and is not used for mineral extraction, nor were any minerals resources identified on the project site during prior construction of the campus. Therefore, development of the proposed project would not result in any new impacts that were not previously analyzed and would not warrant the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR determined that the planning area does not contain any locally important mineral resources and is not delineated on a local general plan or other land use plan. The project site is entirely within the planning area analyzed in the Certified EIR. As discussed above, the project site is classified as an MRZ-1 zone which indicates that there is little likelihood that significant mineral resources are present within the project site (DOC 2025). Therefore, development of the proposed project would not result in any new impacts that were not previously analyzed and would not warrant the preparation of a subsequent or supplemental EIR.

4.12.3 Adopted Mitigation Measures Applicable to the Proposed Project

Mineral Resources impacts were not analyzed in the Certified EIR; thus, no mitigation measures were identified in the Certified EIR for the approved project. However, as previously described in Section 4.12.2, the proposed would not result in new impacts to mineral resources. Therefore, no new changes or impacts would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

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4.13 NOISE

4.13.1 Summary of Impacts Identified in the Approved Project

The Certified EIR determined that short-term noise impacts created during construction of individual development projects would result in less-than-significant impacts with implementation of mitigation. Operational noise impacts created by new development could potentially expose existing and/or new sensitive uses to stationary noise sources, such as industrial and/or commercial uses, but would be reduced to less-than-significant levels through mitigation measures. Implementation of the policies and mitigation measures would also render the cumulative effects of such noise impacts to a less-than-significant level. However, as cumulative development occurs, vehicular traffic and stationary noise sources will raise the ambient noise level all together. The proposed project would be required to comply with the City noise regulations or those of other adjacent jurisdictions, which would reduce potential impacts to a less than significant level.

4.13.2 Impacts Associated with the Proposed Project

Would the project result in:

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	LTS/M	No	No	No	Yes
b) Generation of excessive groundborne vibration or groundborne noise levels?	LTS/M	No	No	No	Yes

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Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	LTS	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The nearest sensitive receptors to the project site are the single-family residences approximately 100 feet south, across Paramount. Construction equipment mix is anticipated to be similar to that of the approved project and include concrete saws, dozers, excavators, tractors, loaders, backhoes, excavators, graders, forklifts, generators, welders, and air compressors, pavers and paving equipment, and rollers. Since the City does not include noise thresholds for construction noise, the Federal Transit Administration recommended 80 dBA Leq criterion can be applied to the surrounding sensitive receptors. Construction noise would be temporary, intermittent, and localized to the project site and immediate vicinity. Noise levels would vary depending on the type and number of equipment operating at a given time, but the anticipated equipment mix is typical for a project of this scale and would not exceed what was analyzed in the Certified EIR. Standard construction practices, including restricting construction to daytime hours consistent with the City’s noise ordinance, would further limit potential effects on nearby sensitive receptors. Thus, no new significant impacts or impacts of greater severity than those identified in the Certified EIR would occur, and the level of impact remains

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unchanged from the Certified EIR. There are no changes or new information would require the preparation of a subsequent EIR.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Under the approved project, vibration impacts were found to be less than significant as the surrounding communities were not built out at the time of the approved project's construction schedule. However, under the proposed project, sensitive receptors within the surrounding communities are built out and occupied. Therefore, the following analysis of the proposed project evaluates vibration damage and annoyance at the nearby off-site sensitive receptors.

The threshold for vibrational damage is the Federal Transit Administration criterion of 0.20 in/sec PPV (for non-engineered timber and masonry buildings). No intensive vibration activity such as pile driving, or rock crushing would be required during the construction of the proposed project. The equipment anticipated to induce the highest vibration is a vibratory roller for new pavement by the proposed building. Vibratory rollers generate vibration levels of 0.21 in/sec PPV at 25 feet. Potential architectural impacts due to vibration are assessed from the edge of construction to the nearest off-site structure. The nearest sensitive receptors, as measured from edge of the area of work, would be the residences to the south, approximately 100 feet across Paramount. At a distance of 100 feet, vibration from a vibratory roller would attenuate substantially, with levels falling well below the 0.20 in/sec PPV threshold for potential building damage and the 72 VdB threshold for human annoyance established by the FTA. Given the absence of high-vibration construction methods such as pile driving or rock crushing, the proposed project's activities would not pose a risk of structural damage to nearby buildings or result in perceptible annoyance at the nearest residences. Therefore, the proposed project would not result in new significant impacts or impacts of greater severity than those identified in the Certified EIR. There are no changes or new significant information that would require preparation of an subsequent EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The nearest airport to the approved project was the John Wayne Airport. Therefore, workers and residents who reside within the project site were not impacted by airport noise. Under the proposed project, no noise impacts would occur to the project site, as a result of the John Wayne Airport, approximately seven miles southwest of the project site. Therefore, no changes or new information would require the preparation of a subsequent EIR.

4.13.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures were identified in the Certified EIR for Noise, and no new mitigation measures would be required for the proposed project. Therefore, no new changes or impacts would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

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4.14 POPULATION AND HOUSING

4.14.1 Summary of Impacts Identified in the Approved Project

The Certified EIR determined that the approved project would serve the existing and future school district population. The approved project would not be a growth-inducing project. The approved project would not result in the displacement of housing. The proposed project would increase student capacity compared to what was analyzed in the approved project. The addition of classrooms would further accommodate the surrounding residential neighborhoods. Therefore, no impact would occur in regard to population growth.

4.14.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	LTS	No	No	No	Yes
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	LTS	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
 SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project would increase student capacity from 1,100 students to 1,300 students, which would accommodate increased enrollment from new residential developments planned to the south of the school and south of the Great Park. The proposed project would continue to serve the existing District population in the vicinity of the project site. No new homes are proposed as part of the project. Therefore, no impact would occur, and the preparation of a subsequent or supplemental EIR is not required.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Implementation of the proposed project would not result in the displacement of residential units or persons. The project site is currently developed with the existing campus, and no housing exists on-site. Therefore, no impact would occur, and the preparation of a subsequent or supplemental EIR is not required.

4.14.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures were identified in the Certified EIR for Population and Housing, and no new mitigation measures would be required for the proposed project. Therefore, no new changes or impacts would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

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4.15 PUBLIC SERVICES

4.15.1 Summary of Impacts Identified in the Approved Project

The Certified EIR determined that compliance with all standard conditions and guidelines during development review and permitting processes, including existing plans, programs, or policies, would ensure that impacts on police and fire protection services would be reduced to a less-than-significant level. The Certified EIR determined that no significant impacts were anticipated in regard to public services.

4.15.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	LTS	No	No	No	Yes
Fire protection?	LTS	No	No	No	Yes
Police protection?	LTS	No	No	No	Yes
Schools?	LTS	No	No	No	Yes

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Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
Parks?	LTS	No	No	No	Yes
Other public facilities?	LTS	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

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

Fire protection?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The OCFA provides fire protection services for the City, including the project site. There are three OCFA Stations near the project site that would provide fire protection services. The nearest fire station to the project site is OCFA Station 20 is one mile southwest of the project site. The Portola Springs OCFA Station 27 is 1.2 miles northeast of the project site, and the OCFA Station 38 is 2.5 miles southeast of the project site. The proposed project involves the construction of a new two-story classroom building on the south side of the campus. The proposed project would increase student capacity from 1,100 students to 1,300 students, which would accommodate increased enrollment from new residential developments planned to the south of the school and south of the Great Park. The addition of students on campus would not result in the need for additional fire service facilities, nor would impacts be greater than what was proposed under the approved project. Therefore, no new impacts would occur, and no changes or new information associated with the proposed project would require the preparation of a subsequent or supplemental EIR.

Police protection?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The project site is in the service boundaries of Irvine Police Department (IPD). As stated in the Certified EIR, the increased police protection demands generated would be managed through

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the existing review and approval process and compliance with applicable plans and regulations. The proposed project involves the construction of a new two-story, classroom building on the south side of the campus. The proposed project would increase student capacity from 1,100 students to 1,300 students, which would accommodate increased enrollment from new residential developments planned to the south of the school and south of the Great Park. The addition of students on campus would not result in the need for additional police service facilities, nor would impacts be greater than what was proposed under the approved project. The proposed school would primarily serve existing residents nearby and would not require additional or expanded police facilities that could cause significant physical environmental impacts. As stated in the Certified EIR, the necessary police protection services required by the incremental implementation of the approved project would be provided through the continued implementation of the City's Strategic Business Plan and annual budget review process. Police department needs are assessed and budget allocations are revised accordingly to ensure that adequate levels of service are maintained throughout the City. Therefore, no new impacts would occur, and no changes or new information associated with the proposed project would require the preparation of a subsequent or supplemental EIR.

Schools?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project is within the IUSD. Buildout of the approved project provided additional school facilities to meet the educational needs of the Great Park Neighborhoods adjacent to the school site. The proposed project would increase student capacity from 1,100 students to 1,300 students, which would accommodate increased enrollment from new residential developments planned to the south of the school and south of the Great Park. No additional school demands would be created. Therefore, no new impacts would occur, and no changes or new information associated with the proposed project would require the preparation of a subsequent or supplemental EIR.

Parks?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project would serve the existing student population along with the local and regional park systems in the area. Development of the proposed project would not develop the need for additional park or recreational facilities as the school site would also have athletic fields to accommodate the student population. Therefore, no new impacts would occur, and no changes or new information associated with the proposed project would require the preparation of a subsequent or supplemental EIR.

Other public facilities?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project would not increase the need for other public facilities such as libraries

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and museums. The proposed project is a school site which would accommodate the current and future student population. The nearest public library to the project site is the Irvine Public Library- Heritage Park branch located approximately 2.5 miles west of the project site. Therefore, no new impacts would occur, and no changes or new information associated with the proposed project would require the preparation of a subsequent or supplemental EIR.

4.15.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures were identified in the Certified EIR for public services, and no new mitigation measures would be required for the proposed project. Therefore, no new changes or impacts would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

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4.16 RECREATION

4.16.1 Summary of Impacts Identified in the Approved Project

The Certified EIR determined that the approved project would not have any adverse impacts on recreation facilities. The approved project would serve the existing and future district school population, would provide various athletic facilities, and would not create the need for use of other existing recreational facilities in the area. Therefore, no impact would occur.

4.16.2 Impacts Associated with the Proposed Project

Would the Project:

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum <i>CEQA Guidelines Section 15164</i>
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	LTS	No	No	No	Yes
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	LTS	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
 SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

Current and future student population at Beacon Park School are adequately served by existing neighborhood and regional parks and other recreational facilities. The proposed project involves the construction of a new two-story classroom building on the south side of the campus. The proposed project would not create the need for use of other existing recreational facilities in the area. The proposed project would not result in substantial physical deterioration of the recreational facilities in the area. Therefore, no new impacts would occur, and no changes or new information associated with the proposed project would require the preparation of a subsequent or supplemental EIR.

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

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project would serve the current student population and any future needs with the increase of student capacity. Therefore, development of the proposed project would not result in any new impacts that were not previously analyzed, nor are any changes proposed or new information provided associated with development of the proposed project that would require the preparation of a subsequent or supplemental EIR.

4.16.3 Adopted Mitigation Measures Applicable to the Proposed Project

No mitigation measures identified in the Certified EIR would be applicable to the proposed project. Therefore, no new changes or impacts would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

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4.17 TRANSPORTATION/TRAFFIC

4.17.1 Summary of Impacts Identified in the Approved Project

The Certified EIR analyzed the study area circulation system based on existing traffic conditions, and 2015, 2030, and post-2030 future traffic conditions. It was determined that traffic impacts would remain significant and unavoidable for the approved project if there are intersections where identified improvements may not be feasible due to cost, right-of-way concerns, or community opposition.

Significant and unavoidable impacts were identified related to cumulative freeway and tollway ramp conditions. Because the primary responsibility for approving and/or completing certain improvements outside of Irvine lies with agencies other than the City (i.e., City of Lake Forest, Laguna Woods, Mission Viejo, Orange County, and the California Department of Transportation), the Certified EIR concluded that potential impacts may not be fully mitigated if such improvements were not completed for reasons beyond the City's control (i.e., the City cannot undertake or require improvements outside of Irvine's jurisdiction). The City adopted the NITM Program to establish a funding mechanism for the transportation improvement mitigation measures required under CEQA for Planning Areas 1, 5B, 6, 9, 40, and 51, which was designed to provide improvement within Irvine and contribute a fair-share to improvements outside Irvine. Although the City acknowledged the fair-share cost of improvements to impacted facilities, because the adjacent cities have full control over implementing the identified improvements under their jurisdiction, mitigation could not be guaranteed. Therefore, the Certified EIR concluded that if improvements are not completed for reasons beyond the City's control, the approved project's traffic impacts would remain significant.

4.17.2 Impacts Associated with the Proposed Project

A traffic impact analysis report was conducted for the proposed project and is included as Appendix A.

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Would the project:

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum <i>CEQA Guidelines Section 15164</i>
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	LTS/M	No	No	No	Yes
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	N/A	No	No	No	Yes
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	LTS/M	No	No	No	Yes
d) Result in inadequate emergency access?	LTS/M	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR determined that the approved project not conflict with a program, plan, ordinance, or policy addressing the circulation system. The proposed project would include the construction of a new two-story classroom building on the south side of the existing campus. All improvements associated with the proposed project would occur within the footprint of the campus and would not result in substantial changes to transit, roadway, bicycle, or pedestrian facilities in the project area. The proposed project would not prevent the use of any roads on which public transit routes operate, nor would it generate increases traffic volumes on roads used as public transit routes to a degree that would cause lengthy delays for transit riders or

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eliminate and/or reduce access to such transit facilities. Project site access is on Paramount. Currently, the campus provides pedestrian pathways throughout the school. The approved project provided recommendations that educational facilities provide bicycle lockers or racks on site, as well as signage. Similar to the approved project, the proposed project would also follow these recommendations for pedestrian and bicyclists' awareness and safety. The proposed project would experience morning and afternoon peak traffic conditions associated with student drop-off and pick-up activities, which is typical of a school campus. Therefore, with implementation of recommendations with respect to pedestrian and bicyclists' awareness and safety as outlined in the Certified EIR traffic impact analysis, no new impacts would occur, and no changes or new information would require the preparation of a subsequent EIR.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. SB 743, signed by the Governor in 2013, has directed the Office of Planning and Research (OPR) to look at different metrics for identifying transportation impacts under CEQA. The Final OPR Technical Advisory was released in December 2018 and identified VMT as the preferred metric for transportation impact analysis for CEQA assessment. Consistent with SB 743, lead agencies can screen projects from project-level VMT assessment under the presumption that the project will result in a less-than-significant transportation impact.

The proposed project would serve the students residing within the IUSD. The Certified EIR analyzed project trips by faculty and staff originating outside of the City of Irvine and within the City of Irvine. The proposed project involves the construction of a new two-story classroom building on the south side of the existing campus. The proposed project would increase student capacity from approximately 1,100 students to 1,300 students, which would accommodate increased enrollment from new residential developments planned to the south of the school and south of the Great Park. As previously mentioned, the majority of the daily vehicle trip generated by the proposed project would result from drop off and pick up of students residing within close proximity to the existing school campus. The Traffic Study (Appendix A) determined that the proposed project is exempt from VMT analysis under the City guidelines since Beacon Park School is a locally serving public school (TK through eighth grade) (DJ&A, P.C. 2025). Therefore, no new impacts would occur, and no changes or new information would occur that would require the preparation of a subsequent or supplemental EIR.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. The approved project determined that there would be an increase in vehicle-pedestrian conflicts corresponding with education facilities' starting and ending times, an increased number of pedestrians and bicycles in the area, and the vehicular turning movements that

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would occur at the schools' driveways, at nearby intersections, and in the general vicinity. However, it was determined that these issues are typical for school development and would be reduced through school area signs and crosswalks.

Implementation of the proposed project would require no changes to vehicle access to the project site. The proposed project would not change vehicle access to and from the project site, and no changes to on-site circulation for vehicles are proposed as part of the project. The northern school parking and pick-up/drop-off area along Benchmark on the north side of the school would remain as is. The western school parking and pick-up/drop-off area along Cultivate on the west side of the school would also remain as is. The proposed project would not change pedestrian and bicycle access to campus. No impacts to on-site circulation are anticipated during the typical school day between 7 a.m. and 3 p.m. The existing site access points, pick-up/drop-off areas, and on-site parking are all anticipated to be sufficient to serve the proposed project given that these areas all effectively serve the existing school uses (DJ&A, P.C. 2025). Therefore, the proposed project would not create a substantial increase in hazards due to design or incompatible uses. Therefore, no new impacts would occur, and no changes or new information would occur that would require the preparation of a subsequent or supplemental EIR.

d) Result in inadequate emergency access?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The proposed project would not result in inadequate emergency vehicle access. The project site has street frontages on all sides. Circulation features at the project site would accommodate emergency and ingress and egress by emergency vehicles as required by OFCA. All access features are to and must satisfy the City's fire code. Compliance with the required fire code would ensure that adequate emergency access is provided. Therefore, no impact would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

4.17.3 Adopted Mitigation Measures Applicable to the Proposed Project

The Certified EIR identified Mitigation Measures TRAN-1 through TRAN-8 to reduce impacts on transportation and traffic. However, none of the mitigation measures referenced in the Certified EIR would apply to the proposed project, and no new mitigation measures would be required. Therefore, no new changes or impacts would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

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4.18 TRIBAL CULTURAL RESOURCES

4.18.1 Summary of Impacts Identified in the Approved Project

AB 52 applies to projects that require a notice of preparation, mitigated negative declaration or negative declaration, and establishes a formal notice and consultation process between lead agencies and California Native American tribes that have requested to be notified. AB 52 went into effect in July 2015. The Certified EIR evaluated cultural resources in Section 5.11, *Cultural Resources*, which included tribal cultural resources and the discovery of human remains. The Certified EIR implemented mitigation measures to ensure the preservation of all cultural resources, which would include the monitoring of construction areas around known archaeological sites, reporting the recovery of any unidentified human remains to the appropriate authorities, and the preservation of protected cultural resources. Therefore, the approved project would not result in substantial adverse cumulative impacts on tribal cultural resources after mitigation.

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4.18.2 Impacts Associated with the Proposed Project

Would the Project:

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum <i>CEQA Guidelines Section 15164</i>
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	LTS/M	No	No	No	Yes
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	LTS/M	No	No	No	Yes

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Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects CEQA Guidelines Section 15162(a)(1-2)	New Information Showing New or More Severe Significant Effects CEQA Guidelines Section 15162(a)(3)(A-B)	New Mitigation or Alternative to Reduce Significant Effect Is Declined CEQA Guidelines Section 15162(a)(3)(C-D)	
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	LTS/M	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
 SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. The Certified EIR determined that grading and exaction may disturb potential archaeological resources found within the planning area due to grading and exaction and thus, the project site. The approved project implemented Mitigation Measure CULT-4 in the

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event that if cultural resources are encountered during grading, alteration of earth materials in the vicinity of the find would be halted until a qualified expert has evaluated the find and recorded identified cultural resources. Compliance with the applicable mitigation measures and regulatory compliance would ensure that any significant resources discovered during construction of the proposed project would be properly examined by an archaeologist for recommendations concerning protection and preservation. In addition, the Certified EIR determined that it is not anticipated that human remains are present within the planning area. Implementation of mitigation measures and regulatory code compliance would result in a less-than-significant impact of discovery of human remains. Therefore, no new impacts would occur, and there would be no changes or new information associated with the development of the proposed project that would require the preparation of a subsequent or supplemental EIR.

- ii) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164. The Certified EIR determined that grading and excavation may disturb potential archaeological resources found within the planning area due to grading and excavation and thus, the project site. The approved project implemented Mitigation Measure CUL-4 in the event that if cultural resources are encountered during grading, alteration of earth materials in the vicinity of the find would be halted until a qualified expert has evaluated the find and recorded identified cultural resources. Implementation of these mitigation measures would ensure that any significant resources discovered during construction of the proposed project would be properly examined by an archaeologist for recommendations concerning protection and preservation. Additionally, the Certified EIR determined that it is not anticipated that human remains are present within the planning area. However, in the event that human remains are discovered due to grading and excavation of the project site during construction of the proposed project, California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 require that the District stop all work in the area of the find and notify the County Coroner and the Native American Heritage Commission. Mandatory compliance with these requirements would ensure that impacts to human remains are less than significant. Therefore, no new impacts would occur with respect to tribal cultural resources, and there would be no changes or new information associated with development of the proposed project that would require the preparation of a subsequent or supplemental EIR.

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4.18.3 Adopted Mitigation Measures Applicable to the Proposed Project

The following mitigation measures are referenced from the Certified EIR and would apply to the proposed project to reduce impacts on cultural resources:

CULT-4 ~~Prior to the issuance of any grading and/or building permits~~ construction activities, a mitigation program shall be ~~submitted by the developer to the City of Irvine prepared by the District~~ to address the accidental discovery or recognition of any human remains. The program shall include the following:

There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- The county coroner must be contacted to determine that no investigation of the cause of death is required, and

If the coroner determines the remains to be Native American:

- The coroner shall contact the Native American Heritage Commission within 24 hours.
- The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
- The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriated dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
- Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.
 - The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.
 - The descendant identified fails to make a recommendation; or

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- The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Compliance with this measure shall be verified by the ~~Community Development Department~~ IUSD.

Similar to the approved project, implementation of mitigation measures from the Certified EIR would reduce all significant impacts on cultural resources to a less-than-significant level. No change or impact would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

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4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Summary of Impacts Identified in the Approved Project

The Certified EIR determined that the development and operation of the approved project would not create a significant demand for water such that it would have an impact on the forecasted water supply of the Irvine Ranch Water District (IRWD). The Certified EIR also determined that the construction and operation of the approved project would not generate a significant amount of wastewater such that it would have an impact on wastewater treatment capacity, and that there is adequate landfill capacity for the generation of solid waste from the approved project. Adherence to City plans, programs, and policies would ensure that implementation of the approved project would have less-than-significant cumulative impacts on water, wastewater treatment, solid waste, and energy facilities.

4.19.2 Impacts Associated with the Proposed Project

Would the project:

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	LTS	No	No	No	Yes

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Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	LTS	No	No	No	Yes
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	LTS	No	No	No	Yes
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	LTS	No	No	No	Yes
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	LTS	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation;
SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

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Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR determined that there would be an increase in demand for water, sewer service, energy, natural gas, and telecommunications services associated with development of the approved project. The proposed project would include the construction of a new two-story classroom building, relocation of six existing portables, and addition of three new units to be used during construction between April 2026 and August 2028. The proposed project may increase the demand for water, sewer service, energy, natural gas, and telecommunication services. However, as discussed under checklist questions b, c, d and e, the changes from the proposed project would be considered negligible and would not create significant impacts. Therefore, no impact would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR determined that sufficient water supply is available through the IRWD to serve the approved project. Analysis projected enough water supply within a 20-year projection. The construction and operation of the proposed project would increase student capacity on the campus, which would accommodate increased enrollment from new residential developments planned to the south of the school and south of the Great Park. The addition of students on campus would not create significant demand for water such that it would have an impact on the forecasted water supply of the IRWD. Impacts to water resources from development of the proposed project would be less than significant. Therefore, no impact would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR determined that the construction and operation of the approved project would not generate a significant amount of wastewater such that it would have an impact on wastewater treatment capacity forecasted by IRWD. The construction and operation of the proposed project would increase student capacity on the campus, which would accommodate increased enrollment from new residential developments planned to the south of the school and south of the Great Park. The addition of students on campus would not create significant wastewater such that it would have an impact to treatment capacity forecasted by IRWD. Therefore, there would be sufficient wastewater treatment capacity to support the proposed project. No new impacts would occur as a result of development of the proposed project, and

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no new changes or new information would require the preparation of a subsequent or supplemental EIR.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR determined that development of the approved project would result in solid waste generation during construction and operation of the proposed project. Solid waste generated in the project area is collected by the County of Orange Integrated Waste Management Department (IWMD) and hauled to the Frank R. Bowerman Landfill, at 11002 Bee Canyon Access Road in Irvine. This landfill facility is permitted to accept a daily maximum of 11,500 tons per day and is scheduled to close in approximately 2053. The proposed project would generate solid waste during construction resulting from clearing and grubbing of the site and from the building construction. The generation of construction waste would occur on a short-term basis and the resulting volume of construction-generated waste is anticipated to be insignificant. Moreover, construction and demolition debris are required to be recycled to comply with the 50 percent diversion rate pursuant to AB 939. Potentially hazardous construction waste would only be disposed of at facilities permitted to receive them and in accordance with local, state, and federal regulations.

Operation of the proposed project would result in an incremental increase in volume of solid waste received at local landfills. The Certified EIR determined that the approved project solid waste generation would be negligible when compared to the daily capacity at the landfill. The existing landfill has the capacity to accommodate the solid waste demands resulting from the proposed new classroom building and increase in student population. Similar to the approved project, the proposed project would also result in short-term construction waste as well as an overall increase in solid waste generation with the increase in student capacity. However, this increase, similar the approved project, would be considered negligible compared to the daily landfill capacity. No new impacts would occur as result of development of the proposed project, and no new changes or new information would require the preparation of a subsequent or supplemental EIR.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The Certified EIR determined that construction and operation of the approved project would comply with applicable federal, state, and local regulations related to solid waste. The following federal and state laws and regulations govern solid waste disposal. The EPA administers the Resource Conservation and Recovery Act of 1976 and the Solid Waste Disposal Act of 1965, which govern solid waste disposal. In the State of California, AB 939 (Integrated Solid Waste

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Management Act of 1989; PRC 40050 et seq.) required every California city and county to divert 50 percent of its waste from landfills by the year 2000 by such means as recycling, source reduction, and composting. In addition, AB 939 requires each county to prepare a countywide siting element specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the county that cannot be reduced or recycled for a 15-year period. AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991, requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects. The proposed project would comply with all laws and regulations governing solid waste and the county's strategies for waste reduction. Additionally, to reduce the amount of waste going into local landfills from schools, the state passed the School Diversion and Environmental Education Law, SB 373, which required CalRecycle to develop school waste reduction tools. In compliance with this law, CalRecycle encourages school districts to establish and maintain a paper recycling program in all classrooms, administrative offices, and other areas owned and leased by the school district. Participation in this and other such programs would further reduce solid waste generated from the project and assist in the county's compliance with AB 939. The proposed project would comply with all federal, state, and local statutes and regulations related to solid waste and no impact would result from the project implementation. No new impacts would occur as result of development of the proposed project, and no new changes or new information would require the preparation of a subsequent or supplemental EIR.

4.19.3 Adopted Mitigation Measures Applicable to the Proposed Project

The Certified EIR identified Mitigation Measures SW-1 through SW-5 to reduce impacts on utilities and services systems. However, none of the mitigation measures referenced in the Certified EIR would apply to the proposed project, and no new mitigation measures would be required. No change or impact would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

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4.20 WILDFIRE

4.20.1 Summary of Impacts Identified in the Approved Project

The topic of wildfire was added to the CEQA checklist in 2019, and therefore, the Certified EIR did not analyze the topic of wildfire separately. However, the Certified EIR determined that the potential to expose people or structures to a significant risk of loss, injury, or death involving wildland fires would be less than significant. The Certified EIR determined that the project site is not within a High Fire Severity Zone. Therefore, impacts with respect to wildfire would be less than significant.

4.20.2 Impacts Associated with the Proposed Project

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	N/A	No	No	No	Yes
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	N/A	No	No	No	Yes

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Environmental Issues	Level of Impact in Certified EIR	Conditions Requiring Subsequent Review			Proposed Project Meets the Conditions for an Addendum CEQA Guidelines Section 15164
		Change in Project or Circumstances Involving New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(1-2)</i>	New Information Showing New or More Severe Significant Effects <i>CEQA Guidelines Section 15162(a)(3)(A-B)</i>	New Mitigation or Alternative to Reduce Significant Effect Is Declined <i>CEQA Guidelines Section 15162(a)(3)(C-D)</i>	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	N/A	No	No	No	Yes
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	N/A	No	No	No	Yes

Key: NI = no impact; LTS = less than significant; LTS/M = less than significant with mitigation; SU = significant and unavoidable; N/A = topic not analyzed in Certified EIR

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The project site is not in or adjacent to land classified as a very high fire hazard severity zone (FHSZ) (CalFire 2025). The nearest very high FHSZ is approximately 1.25 miles north of the project site. Additionally, the project site is within an urban, built-out area of the city. Operation of the proposed project would continue to serve the existing Beacon Park School student population. The proposed project would follow the appropriate local and regional procedures and policies regarding emergency response and would not interfere with any adopted emergency response or evacuation plan. The project site would accommodate emergency and ingress and egress by emergency vehicles as required by OFCA. All access features are to and

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must satisfy the City's fire code. Compliance with the required fire code would ensure that adequate emergency access is provided. Therefore, no impact would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

As previously discussed, the nearest fire hazard severity zone is approximately 1.25 miles north of the project site. Additionally, the project site and surrounding area are flat and in an urbanized area. There is no wildland susceptible to wildfire on or near the project site. The project site and surrounding area are currently developed and, therefore, lack the vegetation necessary for the uncontrolled spread of a wildfire. Construction activities would be subject to review by OCFA to ensure adequate fire protection according to the standards of the Uniform Fire Code and the California Code. Therefore, no impact would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The project site is in an urban area and is served by existing utility infrastructure, including water, wastewater, and power. The proposed project is within an urbanized area and would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk. Therefore, no impact would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

Project Meets the Conditions for an Addendum Pursuant to CEQA Guidelines Section 15164.

The project site is in an urban, built-out area of the city and is flat; the surrounding area is also flat. Additionally, according to the FEMA flood zone map, the project site is within Zone X, an area of minimal flood hazard (FEMA 2024). The project site and surrounding area are generally flat and would have low potential of post-fire slope instability. Therefore, no impact would occur, and no changes or new information would require the preparation of a subsequent or supplemental EIR.

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4.20.3 Adopted Mitigation Measures Applicable to the Proposed Project

Wildfire impacts were not analyzed in the Certified EIR, thus, no mitigation measures were identified in the Certified EIR for the approved project. However, Mitigation Measure HH-3, shown in Section 4.9.3, would be applicable to the proposed project to reduce wildfire impacts. No new mitigation measures would be required for the proposed project. Therefore, no new changes or impacts would occur under the proposed project that would require the preparation of a subsequent or supplemental EIR.

5. FINDINGS

Summarized below, and for the reasons described in Chapter 4 of this Addendum, the District has concluded that the proposed project meets the conditions of CEQA Guidelines Section 15164 and that therefore an Addendum to the Certified EIR is the appropriate CEQA document to address the proposed project.

As previously discussed, under CEQA Guidelines Section 15164, an addendum to an EIR may be prepared if only minor technical changes or additions are necessary or none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred. The following restates the standards outlined in CEQA Guidelines Section 15162 as they relate to the proposed project.

1. No substantial changes are proposed in the project which would require major revisions of the Certified EIR to the involvement of new significant environmental effect or a substantial increase in the severity of previously identified significant effect.

The proposed project consists of the construction of one new two-story classroom building, and the relocation and addition of portable classrooms within the existing Beacon Park School campus. Student capacity on the campus would increase from 1,100 to 1,300 students. The proposed project does not include a change in land use or additional development that was not previously analyzed in the Certified EIR or subsequent addenda. The proposed project includes construction-type activities previously analyzed in the Certified EIR and subsequent addenda. The proposed project does not include substantial changes compared to the approved project; implementation of the proposed project would not require revisions to the Certified EIR. The analysis provided in Chapter 4 of this Addendum illustrates that the proposed project would not result in any new or more severe significant impacts than those identified in the Certified EIR.

2. No substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Substantial changes have not occurred with respect to the circumstances under which the approved project was undertaken that would require major revisions to the Certified EIR. The Certified EIR and subsequent addenda analyzed educational land uses, which includes the project site, although Beacon Park School was not specifically identified. Implementation of the proposed project would occur within the impact boundaries

5. FINDINGS

identified in the Certified EIR. The proposed project does not include a change in land use or propose any off-site improvements. Therefore, no proposed changes or revisions to the Certified EIR are required.

3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration

The proposed project would be implemented within the impact boundary identified for the approved project analyzed in the Certified EIR. Additionally, the proposed project does not include any land use changes; therefore, the proposed project would not affect the operational conditions analyzed in the Certified EIR and subsequent addenda. Although the Certified EIR did not specifically identify Beacon Park School, the construction activities associated with the proposed project would not include new construction equipment, intensity or methods that would substantially increase significant impacts identified in the Certified EIR.

B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

Based on the previously outlined analysis, the new components in the proposed project would not result in more severe impacts than those identified in the Certified EIR. All other operational characteristics of the approved project would remain unchanged from those evaluated in the Certified EIR and subsequent addenda.

C. Mitigation 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

Mitigation measures or alternatives previously found not to be feasible at the time the Certified EIR was prepared have not been identified as feasible. The proposed project would incorporate all applicable mitigation measures from the Certified EIR. The mitigation measures not applicable to the proposed project would continue to be valid, feasible, and applicable to the approved project as refined by in the subsequent addendum. No new mitigation measures are required.

D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant

effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

No new mitigation measures or alternatives were identified. The existing applicable mitigation measures from the Certified EIR would reduce impacts to the feasible extent possible. No new mitigation measures or revisions to previously adopted measures are required.

5. FINDINGS

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Appendix A Beacon Park K-8 School Transportation Analysis

APPENDIX

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Appendix A
Beacon Park K-8 School Transportation Analysis

BEACON PARK K-8 SCHOOL

TRANSPORTATION ANALYSIS

Prepared for:
PlaceWorks

Prepared by:
DJ&A, P.C.



September 30, 2025

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1. Introduction

Beacon Park K-8 School is located at 200 Cultivate in the City of Irvine. This transportation analysis report analyzes changes related to traffic and vehicle miles traveled (VMT) associated with proposed improvements to the school. The project involves the construction of a new two-story classroom building that would add 13 new classrooms and increase student capacity from 1,065 to 1,300 students. This is an increase of 235 students. The school expansion is proposed to accommodate increased enrollment from new residential developments planned to the south of the school and south of the Great Park.

The transportation analysis evaluates traffic conditions with the proposed project and includes the following elements:

- A limited scope traffic and site circulation analysis – including review of site access driveways and adjacent intersections
- VMT screening

A more detailed description of the proposed project is provided below.

1.1 Project Description

Improvements at Beacon Park K-8 School are proposed to be constructed in a single phase. The project consists of the construction of a two-story classroom building and associated site improvements, including fire lane access, circulation and accessibility features, and enhanced pedestrian connections between the new building and existing parking areas. The new classroom building would be located in the southern portion of the existing campus, replacing six portables on the site. Construction of the project is anticipated to be complete by 2029.

2. Methodology

The Irvine Unified School District (IUSD) operates as the lead agency for the preparation of this transportation analysis and environmental review is being completed following the requirements of the California Environmental Quality Act (CEQA). As lead agency, IUSD is the approving agency for both the transportation analysis and overall CEQA document. IUSD has not established specific requirements to guide the completion of a transportation analysis. Therefore, this analysis follows the transportation impact analysis guidelines established by the City of Irvine. This approach provides consistency between this analysis and other transportation impact analyses conducted in the vicinity of the project location.

2.1 Intersection Analysis

Unsignalized site access driveways, roundabouts, and intersections are evaluated using the latest edition of the Highway Capacity Manual (HCM). Under the HCM methodology, intersection level of service is determined by calculating the average delay experienced by vehicles at the intersection for all-way stop controlled and roundabout locations or through the controlled approaches to the intersection for side street stop-controlled intersections. No signalized intersections are included in the project study area.

2.2 Project Peak Hours

The traffic analysis examines the AM peak hour only, corresponding to the peak school drop-off time period. The PM peak hour for a K-8 school does not overlap with the typical PM peak hour for adjacent street traffic. Therefore, no analysis of PM peak hour traffic conditions is included in this report.

2.3 VMT Analysis

The project is evaluated for potential impacts related to Vehicle Miles Travelled (VMT) consistent with the requirements contained in the City of Irvine Transportation Impact Analysis Guidelines. These guidelines outline the following steps for VMT impact analysis:

- For residential projects, the project's Residential VMT per capita rate will be evaluated against the residential VMT per capita threshold goal:
 - If the project's residential VMT rate is less than or equal to the City's adopted residential VMT rate threshold, then no impact results and no mitigation is required.
 - If the project's residential VMT rate is greater than the City's adopted residential VMT rate threshold, then the project has a VMT impact and mitigation is required.
- For non-residential projects (i.e., office, industrial, retail greater than 100,000 total gross square feet, hotels, hospitals, commercial recreation, university uses), the project's non-residential VMT per employee rate will be evaluated against the non-residential VMT per employee threshold goal:
 - If the project's non-residential VMT rate is less than or equal to the City's adopted non-residential VMT rate threshold, then no impact results and no mitigation is required.
 - If the project's non-residential VMT rate is greater than the City's adopted non-residential VMT rate threshold, then the project has a VMT impact and mitigation is required.
- For mixed-use projects that include both residential and non-residential uses, all project land uses will be evaluated, except for those specific land uses screened out in Tier 1. Both the

residential VMT per capita and non-residential VMT per employee will be evaluated separately. If either residential or non-residential uses cause impacts, such uses will be mitigated.

If the project results in a VMT impact, then mitigation is required to reduce the project’s VMT rate to the City’s adopted VMT rate threshold.

2.4 Determination of Significant Impacts

At all study intersections and driveways, traffic levels of service (LOS) are designated A through F, with LOS A representing free flow conditions and LOS F representing severe traffic congestion. Table 1 summarizes the criteria for the intersection LOS under both the ICU and HCM methodologies.

Table 1 Level of Service Thresholds

Level of Service (LOS)	HCM Unsignalized (control delay)
A	≤ 10
B	> 10 to ≤ 15
C	> 15 to ≤ 25
D	> 25 to ≤ 35
E	> 35 to ≤ 50
F	> 50

The City of Irvine has adopted a minimum level of service standard of LOS D for all intersections included in the project study area. For any intersection that would have an ICU above 0.90, the LOS is not acceptable. All project intersections with an ICU better than 0.91 would operate at an acceptable LOS.

2.5 Average Daily Traffic Analysis

Average daily traffic (ADT) data was collected along nearby roadways as a part of this study to support the separate noise and air quality analyses conducted as part of the CEQA environmental review. ADT data collection was completed on a typical weekday during the school year.

2.6 Project Opening Year and Traffic Growth Rate

The project opening year for the project is anticipated to be 2029. This is the short-term future analysis year selected for analysis in this report. An annual growth rate of 1% was applied to existing intersection and roadway volumes to develop traffic forecasts for 2029 conditions. This growth rate is consistent with City of Irvine guidelines.

It is acknowledged that the Great Park area is a growing part of the city and new residential development is coming online in future years between 2025 and 2029. However, the limited scope of this traffic study means that most of the study intersections are located in close proximity to Beacon Park School and within the Beacon Park neighborhood, making the 1% per year growth rate appropriate for this analysis.

2.7 Traffic Study Periods and Scenarios

Traffic operations and roadway segment volumes for the study area intersections are reported for each of the following scenarios:

- Existing Conditions (2025) without Project
- Opening Year (2029) without Project
- Existing Conditions (2025) with Project
- Opening Year (2029) with Project

3. Study Area Intersections and Roadway Segments

This section discusses the existing project site, site access driveways, and the surrounding transportation network, including roadways and pedestrian and bicycle infrastructure.

3.1 Study Intersections

The following intersections and roadway segments are included in this transportation impact analysis:

Study Intersections

1. Beacon and Benchmark
2. Beacon and Paramount
3. Beacon and Cadence
4. Bosque and Cadence
5. Bosque and Great Park Blvd

Project Driveways

1. Benchmark and Driveway 1
2. Benchmark and Driveway 2
3. Cultivate and Driveway 3
4. Cultivate and Driveway 4
5. Paramount and Driveway 5

Figure 1 illustrates the project site plan and location. Figures 2 and 3 show the existing lane geometry for study intersections and project driveways.

3.2 Existing Road Network

Selected roadways located in the vicinity of the project area are described in this section. Items of note include existing geometry, pedestrian and bicycle facilities, speed limit, parking facilities, and adjacent land uses. The selected roadways are as follows:

Beacon

Beacon is a local north-south roadway that forms the eastern boundary of Beacon Park K-8 School. It consists of one travel lane in each direction and intersects several key streets near and leading up to the school including Cultivate, Benchmark, Paramount, Cadence, and further south, Great Park Boulevard. On-street parking is permitted along the corridor.

The street features wide sidewalks on both sides, extending up to the intersection with Carmine. The posted speed limit begins at 30 mph at the southern end, decreases to 25 mph within the school zone, and then returns to 30 mph beyond the zone. Adjacent land uses include single- and multi-family residential areas, parks, educational institutions, and retail commercial establishments concentrated near the intersection with Great Park Boulevard.

Paramount

Paramount is a local east-west roadway located south of Beacon Park K-8 School. The roadway is two lanes (one in each direction) with a posted speed limit is 25 mph. Key intersections along the corridor include Ridge Valley, Cultivate, and Beacon. On-street parking is generally permitted, except for a short segment south of the Grace Irvine Presbyterian Chinese Church where restrictions apply. Adjacent

land uses include single-and multi-family residential areas, parks, open spaces, and educational institutions.

Cultivate

Cultivate is a local roadway with a curved alignment, running both north-south and east-west. Along the western edge of Beacon Park K-8 School, Cultivate runs north-south forming the western boundary for the campus. As it continues through the neighborhood, the street curves and transitions into an east-west orientation, connecting with other local streets close to the school such as Ridge Valley, Benchmark, Beacon, Bosque and Paramount. The roadway has a posted speed limit of 25 mph. On-street parking is permitted along the road. Adjacent land uses along Cultivate include single- and multi-family residential areas, parks, open spaces, and educational institutions.

Cadence

Cadence is a local roadway featuring a curved alignment that travels mostly in an east-west orientation south of Beacon Park K-8 school. On-street parking is generally prohibited due to the presence of striped bike lanes on both sides of the roadway. Sidewalks are provided along both sides of the street, supporting pedestrian movement throughout the corridor. The street includes a center median marked with double yellow lines with the exception at intersections and typically consists of one travel lane in each direction, with dedicated left-turn lanes at major intersections. Key intersections near the school include Ridge Valley, Beacon, and Bosque. Adjacent land uses along Cadence include single- and multi-family residential areas, parks, open spaces, and educational institutions.

Benchmark

Benchmark is a local east-west roadway that forms the northern boundary of Beacon Park K-8 School. It consists of one travel lane in each direction and intersects several key streets near the school, including Ridge Valley, Cultivate, Beacon, and Bosque. On-street parking is permitted along the corridor. Sidewalks are provided on both sides of the street, supporting pedestrian movement. The roadway maintains one travel lane in each direction, with a dedicated left-turn lane at the intersection with Ridge Valley. The posted speed limit is 30 mph, except within the school zone where it is reduced to 25 mph. Adjacent land uses along Benchmark include single-and multi-family residential areas, parks, open spaces, and educational institutions.

Bosque

Bosque is a local north-south roadway located east of Beacon Park K-8 School in Irvine. It consists of one travel lane in each direction, except for a dedicated right-turn lane at its northern terminus where it intersects with Irvine Boulevard. Bosque connects with several key streets near the school, including Great Park Boulevard, Cadence, Paramount, Benchmark, and Cultivate. Sidewalks are provided on the west side of the street between Irvine Boulevard and Great Park Boulevard, supporting pedestrian movement along that segment. The posted speed limit is 25 mph, consistent with residential and school zone standards. Adjacent land uses along Bosque include single-and multi-family residential areas, parks, open spaces, education spaces, education institutions, and retail commercial uses concentrated near the southern end of the corridor.

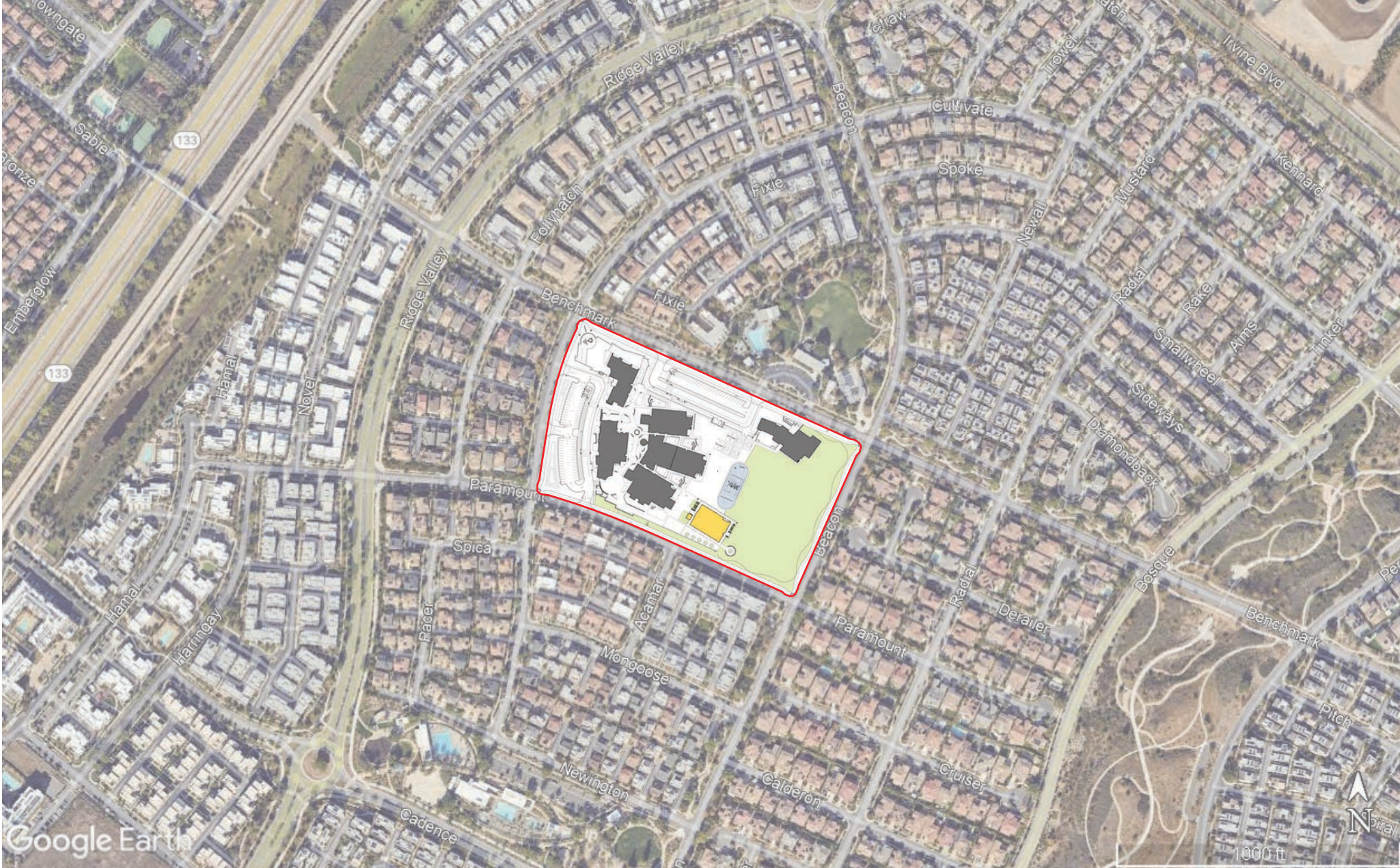
Great Park Boulevard

Great Park Boulevard is an east-west corridor located south of Beacon Park K-8 School. The roadway functions as a collector street until reaching Ridge Valley, where it transitions into a local

roadway. The street initially runs east-west, then curves southward as it continues through the neighborhood. Key intersections along Great Park Boulevard include Bosque and Ridge Valley. The corridor features a signalized intersection and two roundabouts: one at Bosque and another at Skyhawk. The roadway consists of two travel lanes in each direction. A striped, on-street bike facility is present but interrupted: it begins at the bridge over State Route 133, ends just before Ridge Valley intersection, and then resumes at Ridge Valley. Sidewalks are present intermittently: on the north side, they extend eastward up to Ridge Valley, and on the south side, sidewalks are present between the bridge over SR-133 and Ridge Valley and continue past the Bosque intersection. Adjacent land uses along Great Park Boulevard include single- and multi-family residential areas, parks, open spaces, educational institutions, public utilities, and retail commercial uses concentrated near the intersection with Bosque.

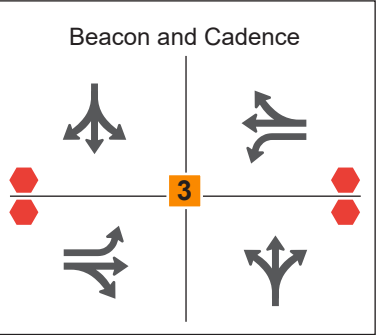
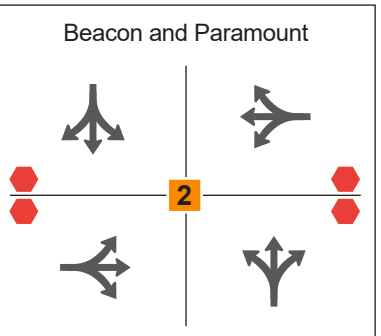
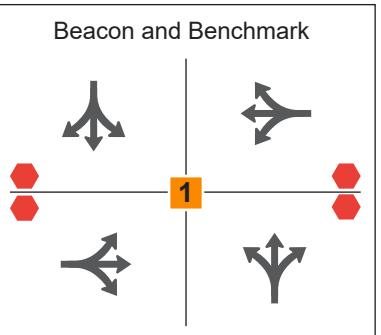
3.3 Bicycle and Pedestrian Facilities

Sidewalks are present along all roadways surrounding Beacon Park K-8 School and nearby streets, supporting pedestrian access throughout the area. Marked crosswalks are provided at all four intersections that form the four corners of the school site. While there are no dedicated bike facilities immediately adjacent to the school, on-street bike lanes are available on nearby corridors such as Ridge Valley, Cadence, and Great Park Boulevard, enhancing bicycle connectivity within the neighborhood.



LEGEND
■ Property Line

Figure 1: Proposed Project Site Location



- LEGEND**
- Study Intersection
 - Study Roundabout
 - Project Site
 - ◈ Stop Sign
 - ▽ Yield Sign

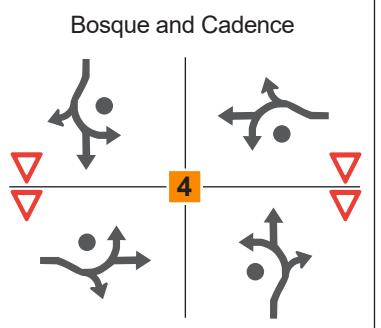
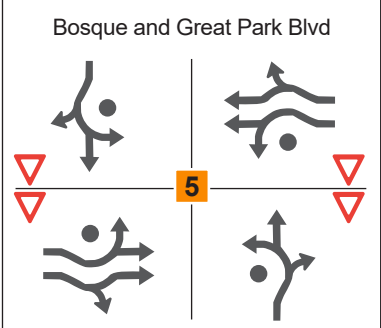
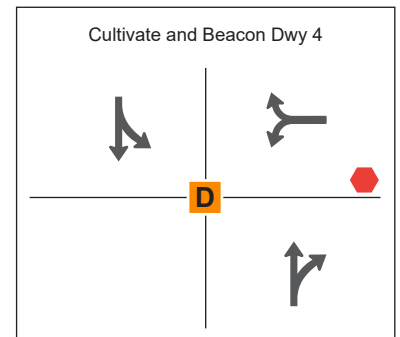
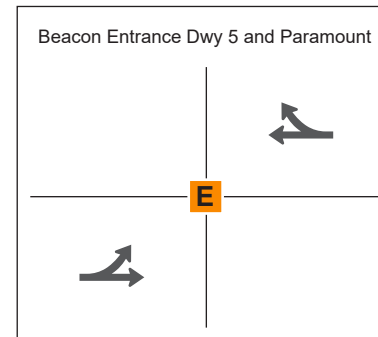
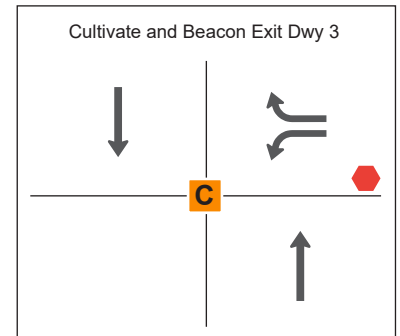
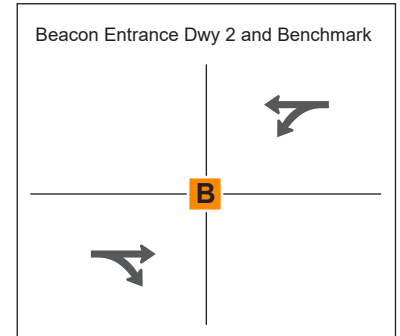
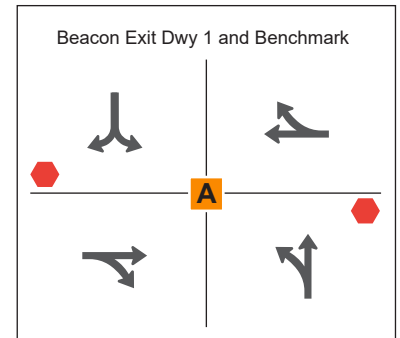


Figure 2: Existing Intersection Geometry



LEGEND

- Study Driveway
- Project Site
- ◆ Stop Sign

Figure 3: Existing Driveway Geometry

4. Existing Conditions

This section presents the Existing Conditions (2025) for traffic in the project study area. Descriptions of the existing roadway volumes and intersection level of service analysis results for the Existing Year (2025) No Project scenario are included in this section.

4.1 Average Daily Traffic

The average daily traffic (ADT) volumes for the study area roadway segments for the Existing Condition are summarized in Table 2. Traffic count data sheets are provided in Appendix A.

Table 2 Roadway Average Daily Traffic (ADT)

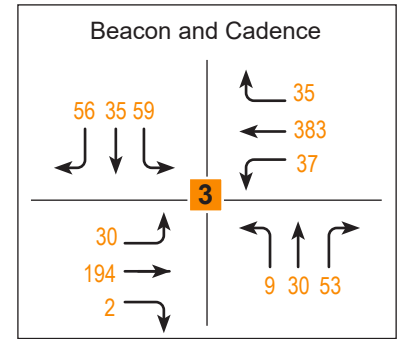
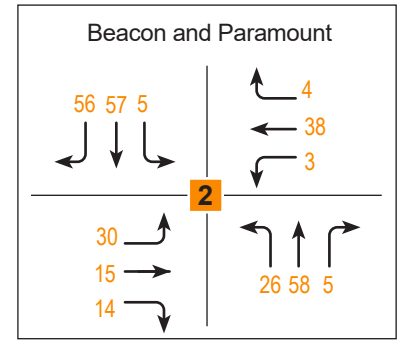
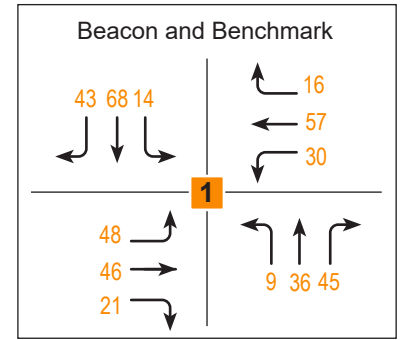
Roadway	Source	Count Date	EXISTING ADT
Great Park Blvd between Bosque and Skyhawk	AimTD LLC	09/09/2025	3,684
Bosque between Cadence and Great Park Blvd	AimTD LLC	09/09/2025	8,581
Cadence between Beacon and Bosque	AimTD LLC	09/09/2025	5,254
Beacon between Paramount and Cadence	AimTD LLC	09/09/2025	1,939

4.2 Intersection and Driveway Level of Service

Intersection and driveway level of service (LOS) was analyzed using the methods outlined in Section 2. Table 3 summarizes the existing level of service at the study intersections and site access driveways. Existing Year (2025) No Project AM peak hour turning movement volumes are shown in Figures 4 and 5. All study intersections and site access driveways currently operate at an acceptable level of service during the weekday AM peak hour.

Table 3 Existing Intersection and Driveway Level of Service

Intersection/Driveway	AM Peak Hour	
	HCM Delay (seconds)	LOS
Beacon and Benchmark	8.3	A
Beacon and Paramount	7.8	A
Beacon and Cadence	15.9	C
Bosque and Cadence	11.5	B
Bosque and Great Park Blvd	5.5	A
Benchmark and Driveway 1	9.4	A
Benchmark and Driveway 2	2.2	A
Cultivate and Driveway 3	8.9	A
Cultivate and Driveway 4	9.5	A
Paramount and Driveway 5	1.0	A



LEGEND

- Study Intersection
- ✕ AM Peak Hour Volume
- Project Site

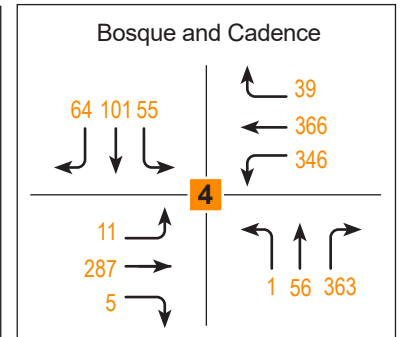
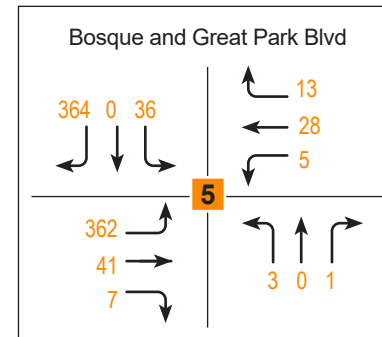
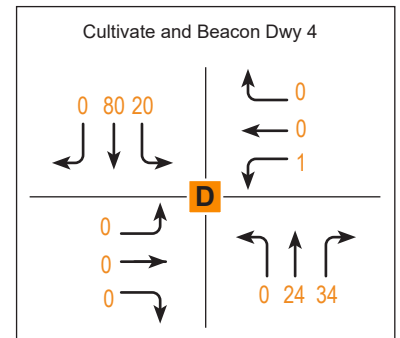
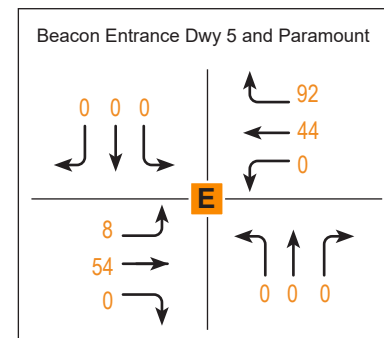
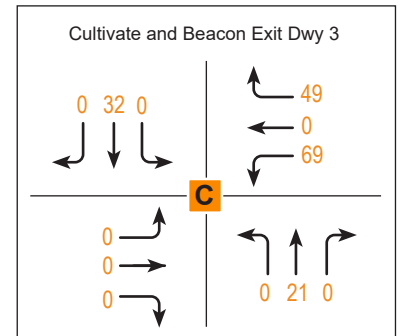
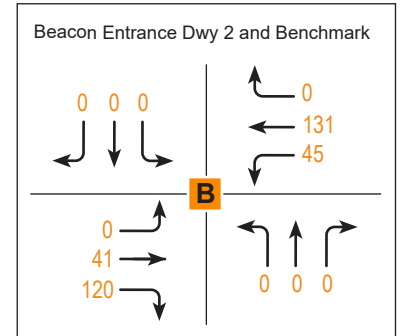
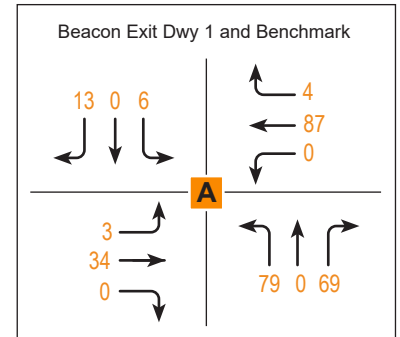
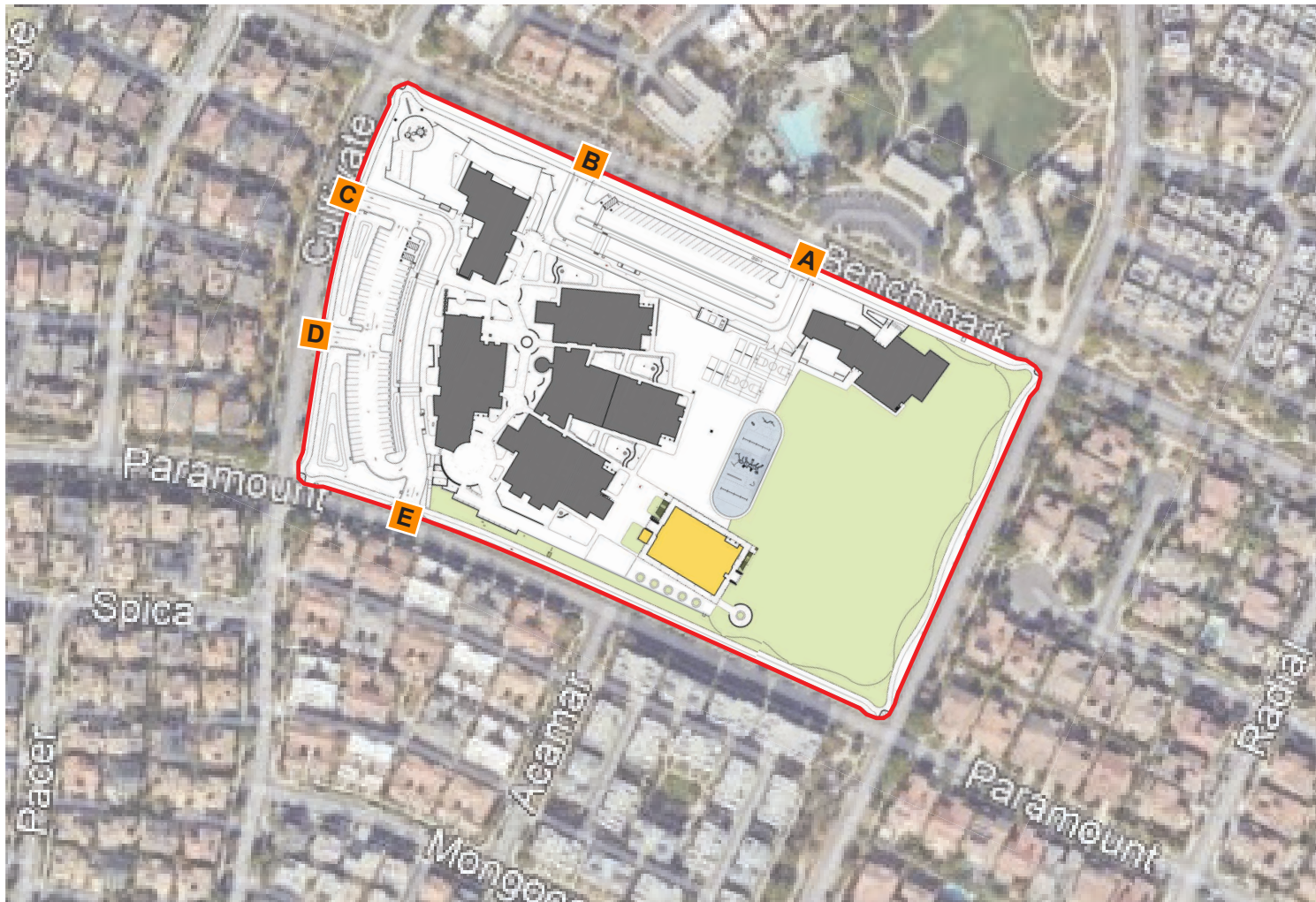


Figure 4: Existing Year (2025) Intersection No Project Volumes AM



LEGEND

- Study Driveway
- ✕ AM Peak Hour Volume
- Project Site

Figure 5: Existing Year (2025) Driveway No Project Volumes AM

5. Opening Year (2029) No Project

This section presents the ADT and peak hour traffic operations for the Opening Year (2029) No Project scenario. Opening Year No Project traffic volumes were developed by applying a 1% annual growth rate to Existing Year (2025) counts. Forecasts for average daily traffic and intersection level of service for the Opening Year (2029) No Project scenario are presented in this section.

5.1 Average Daily Traffic

The average daily traffic for the study area roadway segment in the Opening Year (2029) No Project scenario is presented in Table 4.

Table 4 Estimated ADT Opening Year No Project

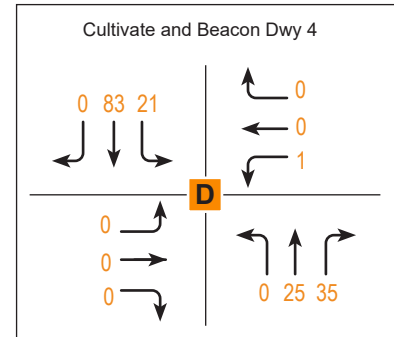
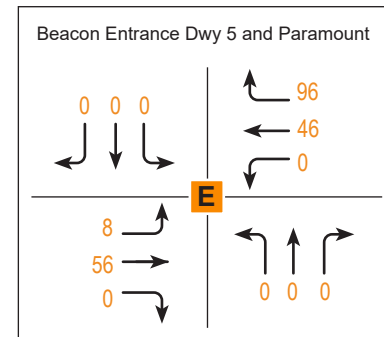
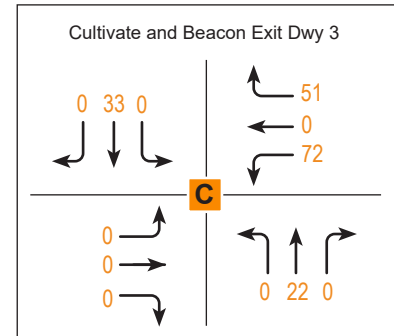
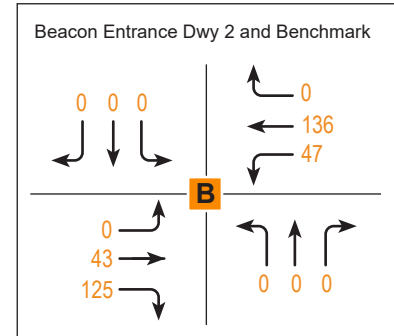
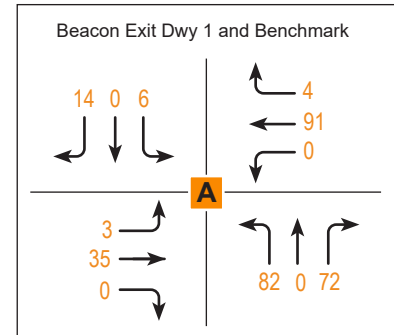
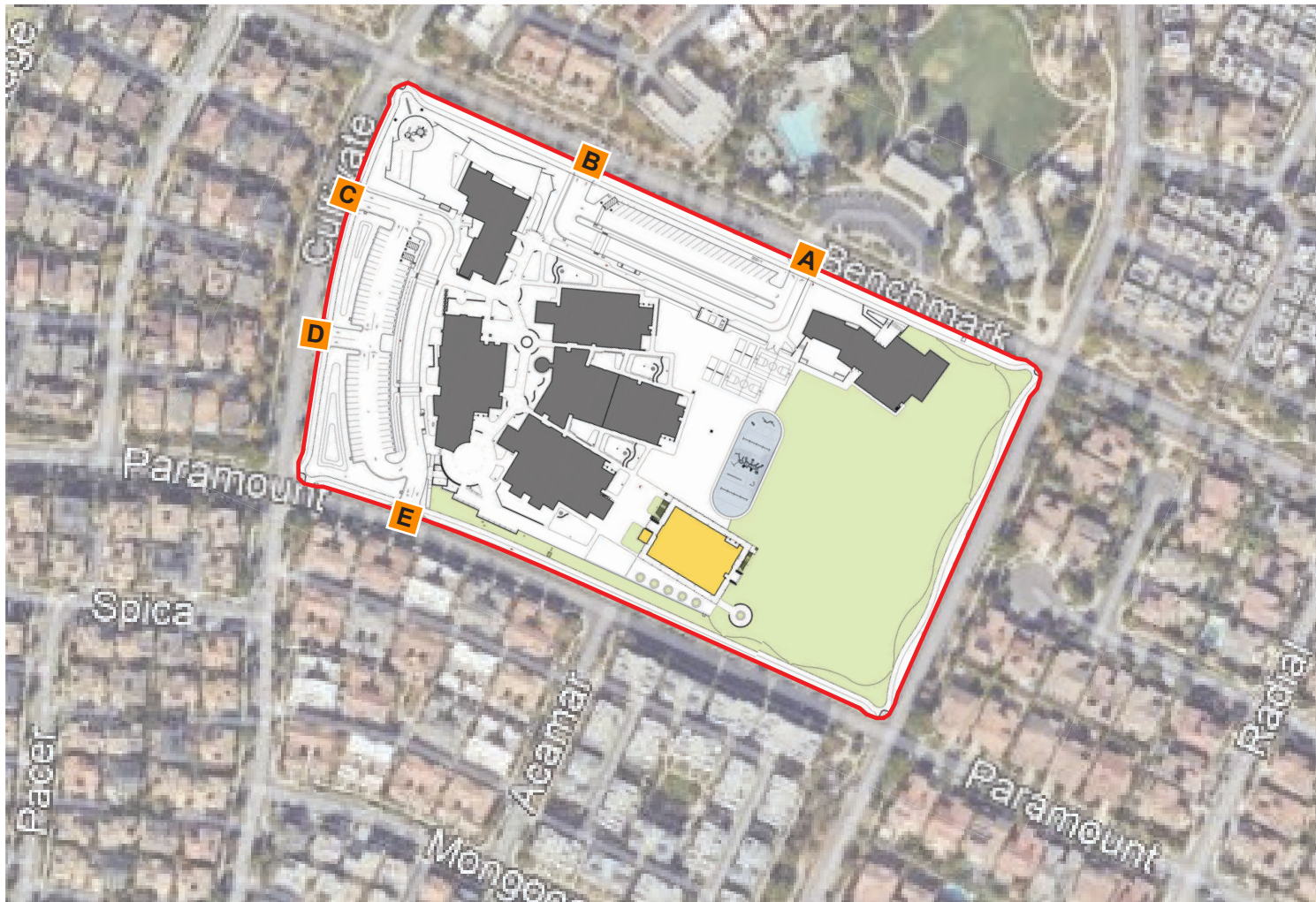
Roadway	2029 No Project Volume
Great Park Blvd between Bosque and Skyhawk	3,834
Bosque between Cadence and Great Park Blvd	8,929
Cadence between Beacon and Bosque	5,467
Beacon between Paramount and Cadence	2,018

5.2 Intersection Level of Service

Table 5 presents a summary of the AM peak hour intersection level of service analysis results for the Opening Year (2029) No Project scenario. Opening Year (2029) No Project AM peak hour turning movement volumes are shown in Figures 6 and 7. All study intersections and site access driveways are forecasted to operate at acceptable levels of service during the Opening Year No Project conditions.

Table 5 Opening Year (2029) No Project Intersection LOS

Intersection	AM Peak Hour	
	HCM Delay (seconds)	LOS
Beacon and Benchmark	8.4	A
Beacon and Paramount	7.8	A
Beacon and Cadence	17.4	C
Bosque and Cadence	12.4	B
Bosque and Great Park Blvd	5.6	A
Benchmark and Driveway 1	9.5	A
Benchmark and Driveway 2	2.2	A
Cultivate and Driveway 3	8.9	A
Cultivate and Driveway 4	9.5	A
Paramount and Driveway 5	1.0	A



LEGEND

- Study Driveway
- ✕ AM Peak Hour Volume
- Project Site

**Figure 7: Opening Year (2029)
Driveway No Project Volumes AM**

6. Project Conditions

This section presents the trip generation forecasts for the project, ADT values for the 2025 Existing with Project and 2029 Opening Year with Project conditions, and LOS analysis for the study intersections and project driveways for the 2025 Existing with Project and 2029 Opening Year with Project conditions.

The VMT screening analysis is also presented, along with site access and circulation for the project condition.

6.1 Trip Generation and Distribution

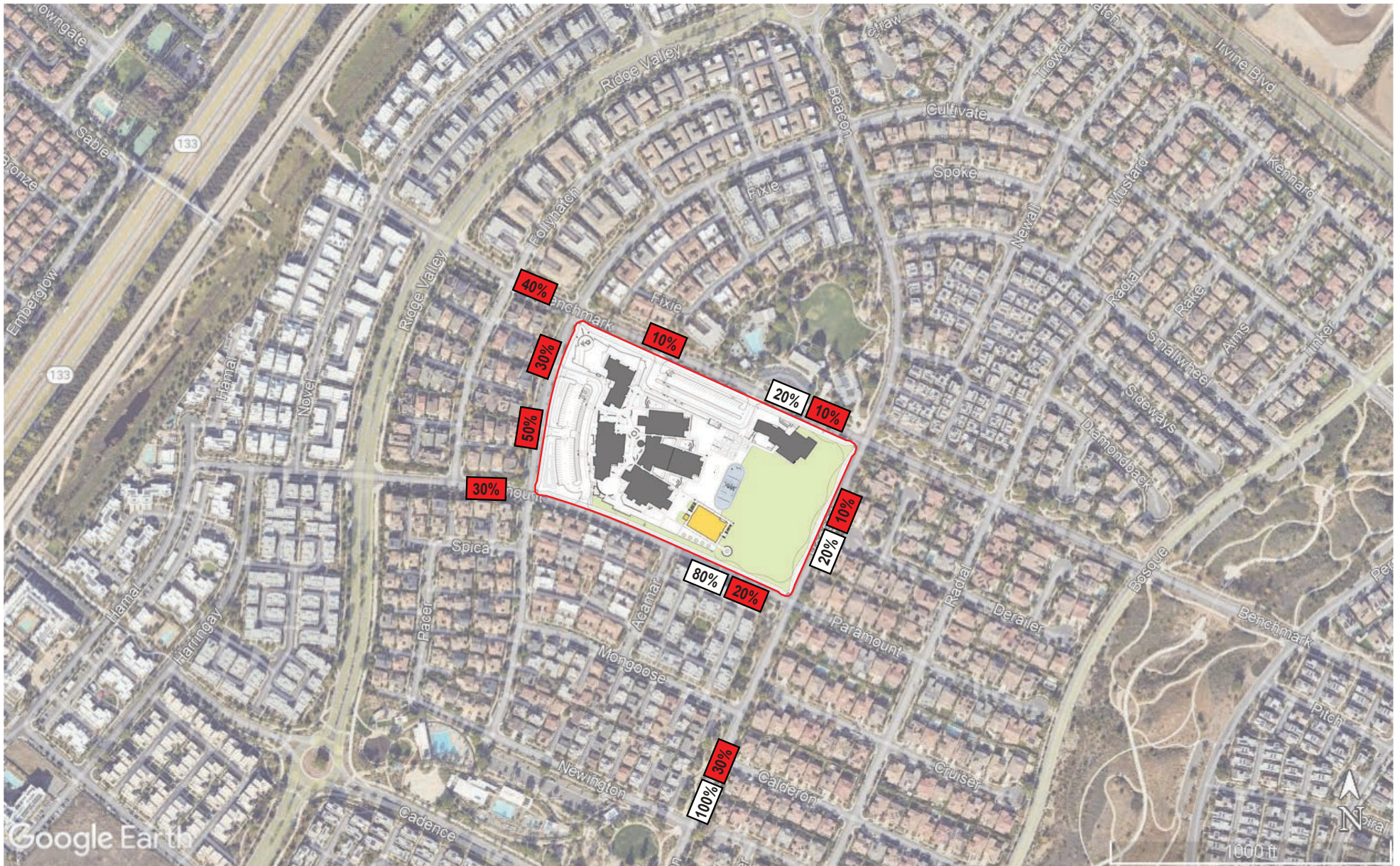
Forecast trip generation for the project is estimated using rates published in the ITE Trip Generation Manual 12th Edition and information provided by IUSD regarding the projected increase in student capacity with the proposed project.

The ITE Trip Generation Manual 12th Edition does not present trip generation rates for a K-8 school specifically. Instead, the trip generation rate for an elementary (K-6) school was used for this analysis since the majority of new students would be in grades K-6. Trip generation forecasts were developed for the AM peak hour and weekday time periods.

Table 6 presents trip generation forecasts. The forecast distribution of project trips in the study is shown in Figure 8.

Table 6 Project Trip Generation

Land Use and Time Period	Trip Generation Rate	Distribution		Trips		Total
		Inbound	Outbound	Inbound	Outbound	
Elementary School - AM Peak Hour	0.73 trips / student	54%	46%	93	79	172
Elementary School - Weekday Daily	2.27 trips / student	50%	50%	267	266	533



LEGEND

- Inbound Estimated Trip Distribution Percentages
- Outbound Estimated Trip Distribution Percentages

Figure 8: Estimated Trip Distribution

6.2 With Project ADT Volumes

Table 7 presents ADT volumes for each roadway segment in each analysis scenario.

Table 7 With Project ADT Volumes

Roadway	2025 No Project	2025 With Project	2029 No Project	2029 With Project
Great Park Blvd between Bosque and Skyhawk	3,684	3,978	3,834	4,128
Bosque between Cadence and Great Park Blvd	8,581	8,875	8,929	9,224
Cadence between Beacon and Bosque	5,254	5,548	5,467	5,762
Beacon between Paramount and Cadence	1,939	2,233	2,018	2,312

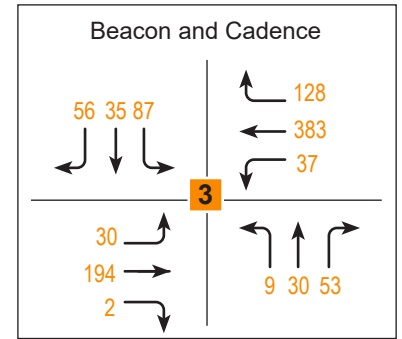
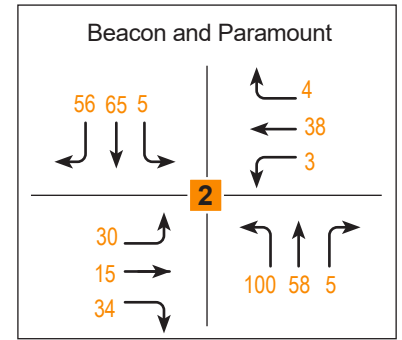
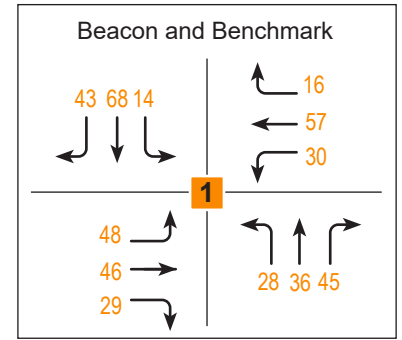
6.3 Existing Year (2025) with Project Intersection and Driveway Analysis

A summary of the AM peak hour intersection level of service analysis results for the Existing Year (2025) with Project scenario is presented in Table 8. Existing Year (2025) with Project weekday AM peak hour turning movement volumes are shown in Figures 9 and 10.

Table 8 Existing Year (2025) With Project Intersection LOS

Intersection	AM Peak Hour			
	2025 Existing No Project		2025 Existing W/ Project	
	HCM Delay (s)	LOS	HCM Delay (s)	LOS
Beacon and Benchmark	8.3	A	8.4	A
Beacon and Paramount	7.8	A	8.3	A
Beacon and Cadence	15.9	C	27.7	D
Bosque and Cadence	11.5	B	14.3	B
Bosque and Great Park Blvd	5.5	A	5.7	A
Benchmark and Driveway 1	9.4	A	9.6	A
Benchmark and Driveway 2	2.2	A	2.7	A
Cultivate and Driveway 3	8.9	A	9.1	A
Cultivate and Driveway 4	9.5	A	9.6	A
Paramount and Driveway 5	1	A	1.0	A

The project is forecasted to generate slight increases in delay at all project study intersections, but the level of service at each location would remain acceptable at all locations in the Existing with Project condition. Traffic conditions at site access driveways show minimal changes, with LOS remaining stable and delays increasing only slightly.



LEGEND

- Study Intersection
- ✕ AM Peak Hour Volume
- Project Site

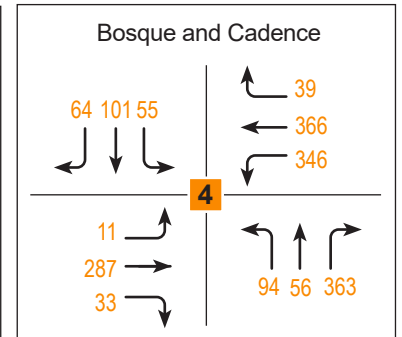
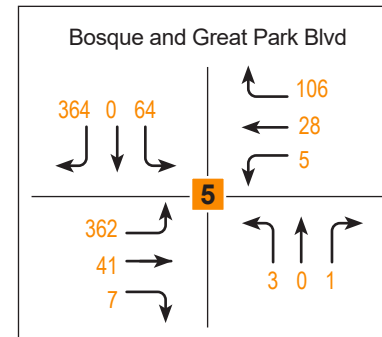
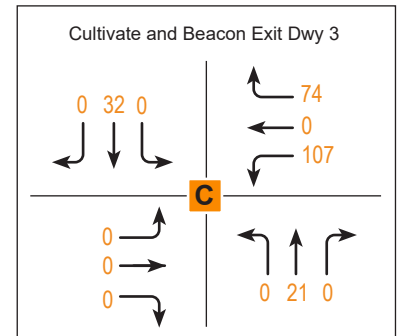
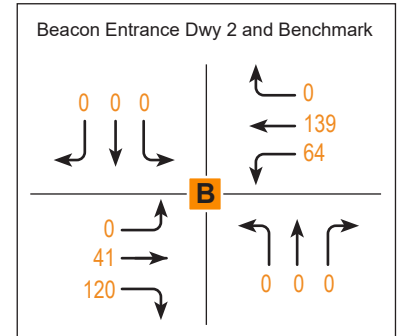
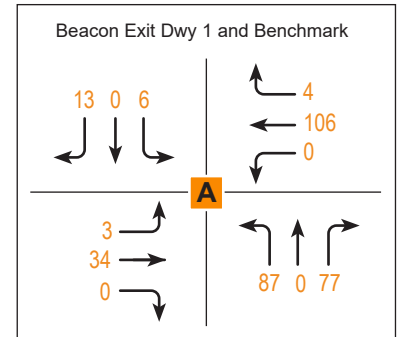
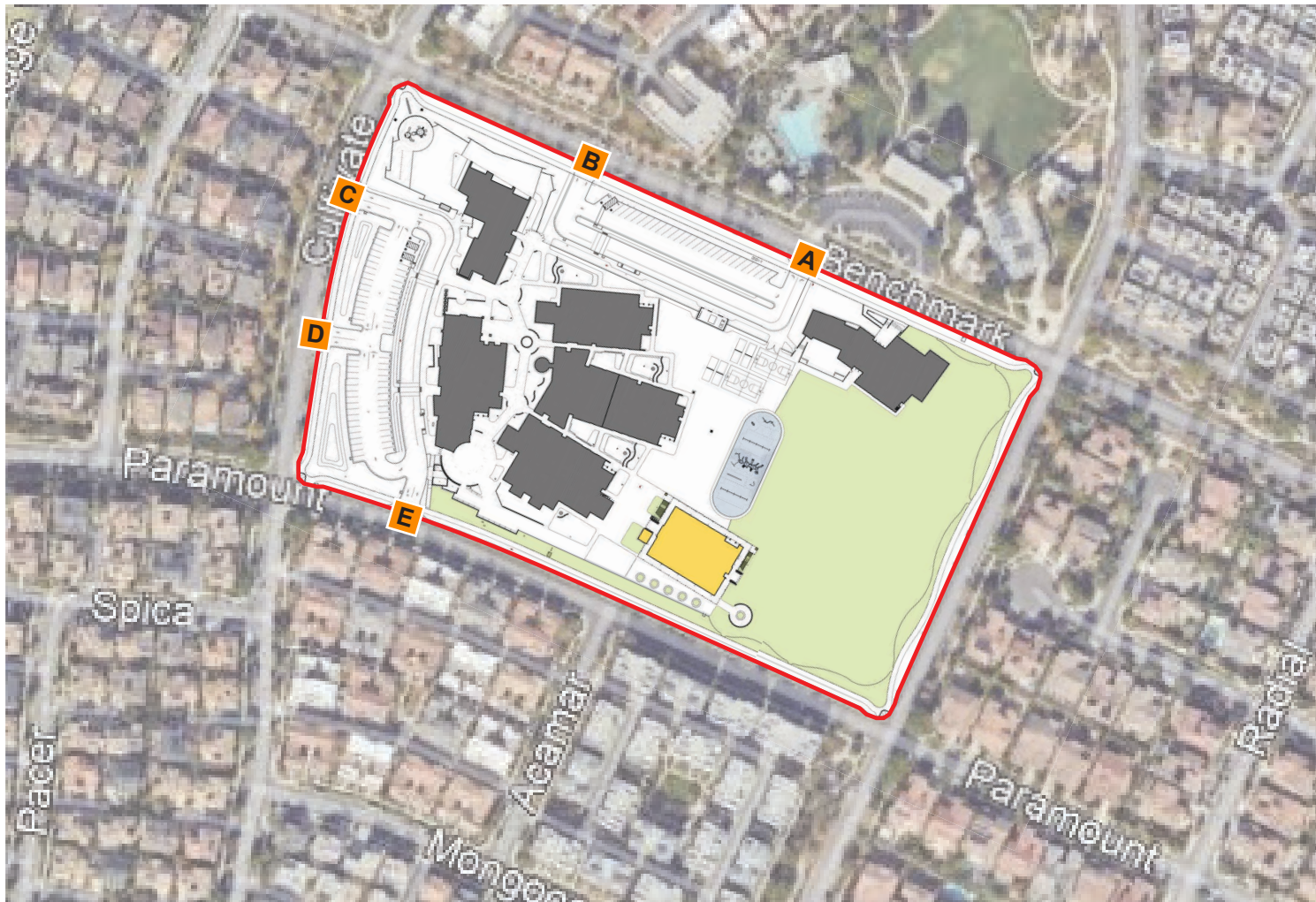


Figure 9: Existing Year (2025) Intersection With Project Volumes AM



LEGEND

- Study Driveway
- ✕ AM Peak Hour Volume
- Project Site

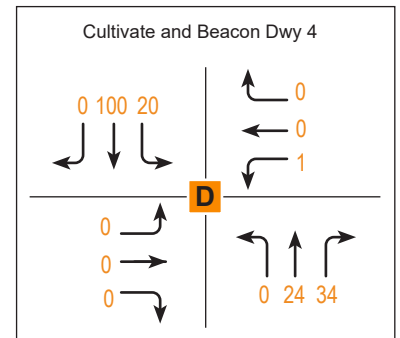
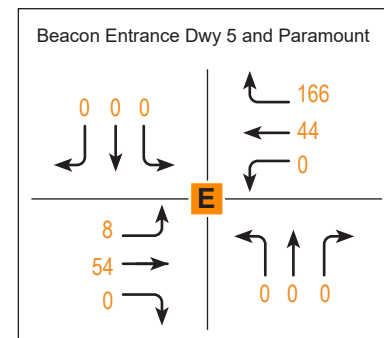


Figure 10: Existing Year (2025) Driveway With Project Volumes AM

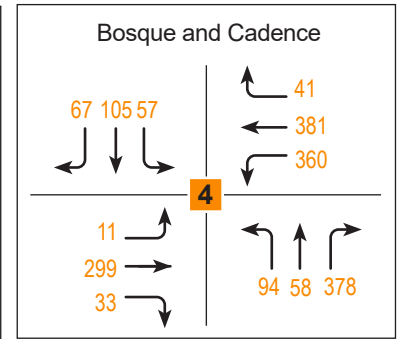
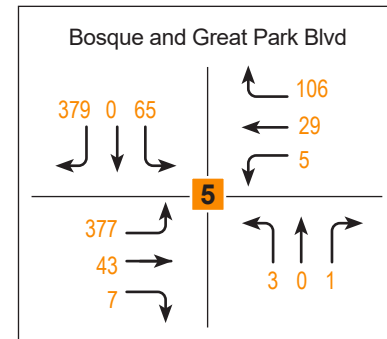
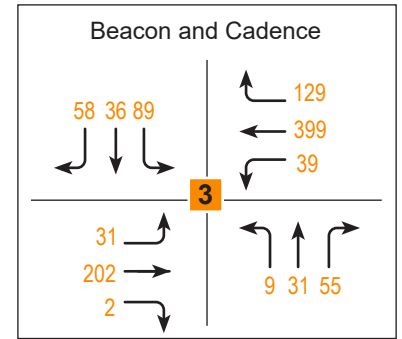
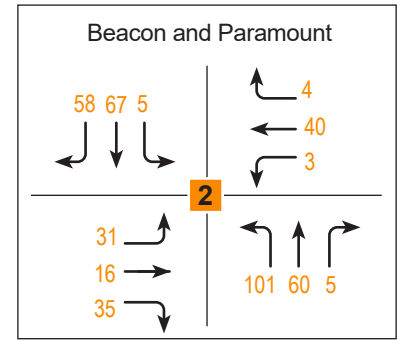
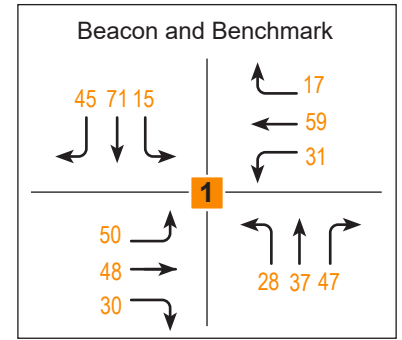
6.4 Opening Year (2029) with Project Intersection and Driveway Analysis

A summary of the AM peak hour intersection level of service analysis results for the Opening Year (2029) with Project scenario is presented in Table 9. Opening Year with Project AM peak hour turning movement volumes are shown in Figures 11 and 12.

Table 9 Opening Year (2029) With Project Intersection LOS

Intersection	AM Peak Hour			
	2029 Opening Year No Project		2029 Opening Year W/Project	
	HCM Delay (s)	LOS	HCM Delay (s)	LOS
Beacon and Benchmark	8.4	A	8.5	A
Beacon and Paramount	7.8	A	8.9	A
Beacon and Cadence	17.4	C	34.8	D
Bosque and Cadence	12.4	B	15.8	C
Bosque and Great Park Blvd	5.6	A	5.8	A
Benchmark and Driveway 1	9.5	A	9.6	A
Benchmark and Driveway 2	2.2	A	2.7	A
Cultivate and Driveway 3	8.9	A	9.1	A
Cultivate and Driveway 4	9.5	A	9.7	A
Paramount and Driveway 5	1.0	A	1.0	A

In the Opening Year with Project condition, the project is forecasted to generate slight increases in delay at all project study intersections, but the level of service at each location would remain acceptable at all locations. Traffic conditions at site access driveways show minimal changes, with LOS remaining stable and delays increasing only slightly.



LEGEND

- Study Intersection
- ✕ AM Peak Hour Volume
- Project Site

Figure 11: Opening Year (2029) Intersection With Project Volumes AM

6.5 VMT Analysis

The City of Irvine Transportation Analysis Guidelines describe the screening criteria adopted by the city to determine if the assessment of VMT is required for a proposed project. The adopted screening criteria include the following:

1. The project requires an Addendum to a certified EIR and can demonstrate that it is not subject to VMT analysis per CEQA Guidelines Sections 15064.3 and 15007(c) and applicable guidance from the Governor's Office of Planning and Research.
2. The project results in a net increase of 250 or less weekday daily trips based on latest edition of the Institute of Transportation Engineers (ITE) trip rates (or other trip generation rate approved by the City).
3. The project is located in a Transit Priority Area (i.e., within half-mile distance of existing rail transit station or located within half-mile of two or more existing bus routes with a frequency of service interval of 15 minutes or less during morning and evening peak hours) except when the project:
 - a. Has a Floor Area Ratio (FAR) of less than 0.75;
 - b. Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
 - c. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization; or
 - d. Replaces affordable residential units with a smaller number of moderate, or high-income residential units.
4. The project is a 100 percent restricted affordable housing units (Note: If less than 100 percent, the number of restricted affordable units is not subject to VMT impact analysis. "Restricted" for VMT analysis purposes shall mean having a recorded instrument against the property that defines affordability terms).
5. The project is locally serving such as 100,000 square feet or less of retail use, a daycare use or a locally serving public school (kindergarten through 12th grade).

The Beacon Park K-8 School project would be eligible under criterion number five above since it is a locally serving public school. Based on this review the proposed Beacon Park K-8 School project is screened out from the need to conduct a VMT analysis under the City of Irvine guidelines.

6.6 Site Access

The proposed Beacon Park K-8 School project would not change vehicle access to and from the project site and no changes to on-site circulation for vehicles are proposed as part of the project. The northern school parking and pick-up/drop-off area located along Benchmark on the north side of the school would remain as existing. The western school parking and pick-up/drop-off area located along Cultivate on the west side of the school would also remain as existing.

Vehicle Circulation

Existing vehicle access to Beacon Park K-8 School is provided via five unsignalized driveways. Two are located on Benchmark: the entry driveway on the northwest side of the school has two lanes and allows right turns from the near-side travel lane and left turns from the opposing lane; the exit driveway, located east of the entry, also has two lanes and permits both right and left turns onto Benchmark. On Cultivate, one driveway is located along the western boundary of the school providing exit egress movements for student pick-up and drop-off activities, and another farther serves as a two-lane entrance/exit allowing movements in both directions. The fifth driveway is located on Paramount, and functions as a two-lane entrance.

The northern parking lot provides about 340 feet of pick-up/drop-off area. The western parking lot provides an additional approximately 350 feet of pick-up/drop-off area. Additionally, the on-street parking areas along Benchmark, Beacon, Paramount, and Cultivate provide additional areas for pick-up/drop-off activities. Combined, these on-street curb areas offer up to 1,800 additional linear feet of curb space for pick-up and dropoff activities depending on typical on-street parking demand levels.

To analyze the potential number of vehicles that would travel to the school for pick-up activities in the PM time period (school release), this analysis utilizes a school trip calculator published by the North Carolina Department of Transportation (NCDOT). This calculator provides forecasts of project trips and vehicle queues during the afterschool pick-up time period based on the number of students and level of busing provided for the school.

IUSD does not currently provide bus services for schools in the district, so no adjustments were made to account for students being bused to school. A 1,300-student capacity figure for the school was used to analyze the pick-up/drop-zone length and adequacy to accommodate PM peak vehicle queues on the school site. Using the NCDOT school trip calculator, the average PM afterschool vehicle queue is forecast to be 1,676 feet in length, corresponding to about 76 cars. This average queue length does not exceed the combined total available pick-up/drop-off area of approximately 690 feet on campus and nearly 1,800 feet available along roadways adjacent to campus. No impact is anticipated in terms of pick-up and drop-off activities. A printout of the NCDOT calculator analysis is provided in the Appendix.

No impacts to on-site circulation are anticipated during the typical school day between 7am and 3pm. The existing site access points, pick-up/drop-off areas, and on-site parking are all anticipated to be sufficient to serve the Beacon Park K-8 School project given that these areas all effectively serve the existing school uses.

Pedestrian and Bicycle Circulation

The proposed project would not change pedestrian and bicycle access to campus. No impacts are anticipated.

7. Conclusion

Based on the results of the transportation impact analysis, the proposed Beacon Park K-8 School project would not significantly impact traffic operations at any of the study intersections or site access driveways. All study intersections and site access driveways are forecast to operate at an acceptable level of service under both Existing Year (2025) and Opening Year (2029) with Project scenarios. No traffic mitigation measures are necessary.

References

- City of Irvine. (2020, June). Traffic Study Guidelines, Retrieved from <https://legacy.cityofirvine.org/civica/filebank/blobdload.asp?BlobID=32554>
- State of California Governor's Office of Planning and Research. (2018, December). *Technical Advisory On Evaluating Transportation Impacts In CEQA*. Retrieved 2023, from opr.ca.gov: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf



Appendix A—Turning Movement & Roadway Segment Counts

ADT1 Great Park Blvd between Bosque and Skyhawk.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB	
0:00	1		0		12:00	22		15	
0:15	0		0		12:15	18		29	
0:30	0		0		12:30	22		16	
0:45	0	1	0	0	12:45	19	81	20	80
1:00	0		0		13:00	23		23	
1:15	1		0		13:15	21		17	
1:30	0		0		13:30	27		31	
1:45	0	1	0	0	13:45	18	89	30	101
2:00	0		0		14:00	22		34	
2:15	0		0		14:15	22		26	
2:30	0		0		14:30	25		34	
2:45	0	0	0	0	14:45	19	88	28	122
3:00	1		0		15:00	25		23	
3:15	0		0		15:15	19		16	
3:30	0		0		15:30	18		15	
3:45	0	1	0	0	15:45	33	95	14	68
4:00	0		0		16:00	31		23	
4:15	0		0		16:15	56		16	
4:30	0		0		16:30	19		17	
4:45	1	1	0	0	16:45	71	177	17	73
5:00	0		0		17:00	41		53	
5:15	2		0		17:15	49		32	
5:30	5		0		17:30	73		29	
5:45	4	11	0	0	17:45	55	218	79	193
6:00	8		2		18:00	53		81	
6:15	8		2		18:15	49		33	
6:30	10		1		18:30	52		28	
6:45	12	38	3	8	18:45	122	276	32	174
7:00	11		10		19:00	92		93	
7:15	13		10		19:15	75		59	
7:30	15		10		19:30	36		57	
7:45	9	48	11	41	19:45	27	230	42	251
8:00	26		13		20:00	19		29	
8:15	22		12		20:15	15		28	
8:30	24		13		20:30	18		26	
8:45	45	117	15	53	20:45	21	73	62	145
9:00	36		7		21:00	12		68	
9:15	43		20		21:15	7		33	
9:30	24		22		21:30	4		22	
9:45	17	120	17	66	21:45	3	26	18	141
10:00	26		19		22:00	5		30	
10:15	31		20		22:15	0		5	
10:30	21		41		22:30	1		7	
10:45	22	100	24	104	22:45	2	8	4	46
11:00	21		26		23:00	1		1	
11:15	20		29		23:15	1		0	
11:30	21		26		23:30	1		0	
11:45	25	87	47	128	23:45	0	3	0	1

Total Vol. 525 400 **925** 1364 1395 **2759**

Daily Totals
EB WB **Combined**
1889 1795 **3684**

AM **PM**
Split % 56.8% 43.2% **25.1%** 49.4% 50.6% **74.9%**

Peak Hour 8:30 11:00 **11:00** 18:30 19:00 **18:45**
Volume 148 128 **215** 341 251 **566**
P.H.F. 0.82 0.68 **0.75** 0.70 0.67 **0.76**

ADT2 Bosque between Cadence and Great Park Blvd.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB						
0:00	6	4	12:00	50	19						
0:15	7	2	12:15	60	31						
0:30	2	0	12:30	50	23						
0:45	4	19	2	8	27	12:45	59	219	22	95	314
1:00	4	0	13:00	82	22						
1:15	2	1	13:15	64	15						
1:30	2	1	13:30	68	23						
1:45	1	9	0	2	11	13:45	100	314	29	89	403
2:00	0	1	14:00	86	35						
2:15	1	0	14:15	86	87						
2:30	1	1	14:30	89	90						
2:45	1	3	0	2	5	14:45	87	348	59	271	619
3:00	0	0	15:00	84	69						
3:15	0	0	15:15	110	69						
3:30	1	1	15:30	109	55						
3:45	1	2	0	1	3	15:45	83	386	75	268	654
4:00	1	1	16:00	101	52						
4:15	0	1	16:15	117	88						
4:30	1	3	16:30	104	51						
4:45	3	5	5	10	15	16:45	113	435	100	291	726
5:00	3	4	17:00	163	56						
5:15	7	12	17:15	127	66						
5:30	17	14	17:30	135	76						
5:45	17	44	17	47	91	17:45	155	580	106	304	884
6:00	11	8	18:00	178	54						
6:15	26	21	18:15	132	46						
6:30	34	22	18:30	155	56						
6:45	45	116	35	86	202	18:45	130	595	84	240	835
7:00	38	33	19:00	135	81						
7:15	45	34	19:15	125	59						
7:30	78	57	19:30	136	39						
7:45	71	232	80	204	436	19:45	119	515	22	201	716
8:00	98	99	20:00	90	34						
8:15	126	119	20:15	81	25						
8:30	82	104	20:30	76	17						
8:45	42	348	91	413	761	20:45	83	330	21	97	427
9:00	51	54	21:00	102	21						
9:15	50	40	21:15	54	10						
9:30	41	40	21:30	53	7						
9:45	42	184	37	171	355	21:45	42	251	8	46	297
10:00	45	30	22:00	34	5						
10:15	39	32	22:15	30	3						
10:30	49	39	22:30	19	0						
10:45	41	174	27	128	302	22:45	19	102	5	13	115
11:00	43	30	23:00	22	2						
11:15	46	36	23:15	25	4						
11:30	41	26	23:30	11	0						
11:45	52	182	32	124	306	23:45	12	70	1	7	77

Total Vol.	1318	1196	2514	4145	1922	6067
				Daily Totals		
				NB	SB	Combined
				5463	3118	8581

	AM			PM		
Split %	52.4%	47.6%	29.3%	68.3%	31.7%	70.7%
Peak Hour	7:45	8:00	7:45	17:45	14:15	17:15
Volume	377	413	779	620	305	897
P.H.F.	0.75	0.87	0.79	0.87	0.85	0.86

ADT3 Cadence between Beacon and Bosque.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period		EB		WB		
0:00	0		1		12:00		22		27		
0:15	0		2		12:15		19		39		
0:30	3		1		12:30		18		30		
0:45	0	3	2	6	9	12:45	17	76	43	139	215
1:00	1		2		13:00		19		33		
1:15	1		0		13:15		18		41		
1:30	0		1		13:30		28		41		
1:45	2	4	0	3	7	13:45	56	121	28	143	264
2:00	2		0		14:00		65		40		
2:15	3		3		14:15		37		118		
2:30	0		0		14:30		29		116		
2:45	1	6	1	4	10	14:45	40	171	89	363	534
3:00	0		1		15:00		25		102		
3:15	0		0		15:15		26		70		
3:30	1		1		15:30		41		59		
3:45	0	1	0	2	3	15:45	31	123	88	319	442
4:00	0		0		16:00		32		67		
4:15	1		0		16:15		33		54		
4:30	0		2		16:30		31		94		
4:45	1	2	2	4	6	16:45	31	127	80	295	422
5:00	2		7		17:00		37		95		
5:15	0		8		17:15		33		69		
5:30	3		3		17:30		28		72		
5:45	4	9	11	29	38	17:45	47	145	74	310	455
6:00	2		13		18:00		20		70		
6:15	5		12		18:15		31		55		
6:30	7		15		18:30		33		54		
6:45	8	22	24	64	86	18:45	29	113	51	230	343
7:00	12		38		19:00		24		49		
7:15	8		43		19:15		26		42		
7:30	20		73		19:30		20		40		
7:45	57	97	101	255	352	19:45	27	97	39	170	267
8:00	131		115		20:00		19		41		
8:15	71		120		20:15		21		35		
8:30	47		119		20:30		13		25		
8:45	15	264	88	442	706	20:45	14	67	29	130	197
9:00	23		54		21:00		11		19		
9:15	14		59		21:15		11		16		
9:30	19		54		21:30		9		15		
9:45	18	74	48	215	289	21:45	11	42	6	56	98
10:00	8		48		22:00		8		14		
10:15	12		42		22:15		4		7		
10:30	17		39		22:30		3		5		
10:45	19	56	40	169	225	22:45	4	19	8	34	53
11:00	19		35		23:00		1		1		
11:15	14		47		23:15		3		3		
11:30	15		39		23:30		2		2		
11:45	18	66	34	155	221	23:45	0	6	0	6	12

Total Vol.	604	1348	1952		1107	2195	3302
					Daily Totals		
					EB	WB	Combined
					1711	3543	5254

	AM			PM		
Split %	30.9%	69.1%	37.2%	33.5%	66.5%	62.8%
Peak Hour	7:45	7:45	7:45	13:45	14:15	14:15
Volume	306	455	761	187	425	556
P.H.F.	0.58	0.95	0.77	0.72	0.90	0.90

ADT4 Beacon between Paramount and Cadence.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB		PM Period	NB		SB		
0:00	0		0		12:00	15		10		
0:15	0		0		12:15	15		5		
0:30	1		1		12:30	17		11		
0:45	1	2	0	1	12:45	10	57	12	38	95
1:00	0		0		13:00	8		9		
1:15	0		0		13:15	10		10		
1:30	1		0		13:30	9		10		
1:45	2	3	0	0	13:45	19	46	12	41	87
2:00	2		2		14:00	14		20		
2:15	0		0		14:15	25		22		
2:30	2		0		14:30	27		15		
2:45	0	4	0	2	14:45	23	89	12	69	158
3:00	0		0		15:00	20		21		
3:15	0		0		15:15	18		21		
3:30	0		0		15:30	22		23		
3:45	0	0	0	0	15:45	31	91	12	77	168
4:00	0		1		16:00	17		19		
4:15	0		0		16:15	10		11		
4:30	0		0		16:30	28		13		
4:45	0	0	0	1	16:45	20	75	14	57	132
5:00	1		1		17:00	36		25		
5:15	0		0		17:15	22		21		
5:30	0		2		17:30	26		14		
5:45	0	1	2	5	17:45	27	111	29	89	200
6:00	2		5		18:00	25		13		
6:15	3		1		18:15	19		11		
6:30	1		7		18:30	22		13		
6:45	1	7	7	20	18:45	28	94	18	55	149
7:00	10		7		19:00	16		15		
7:15	10		14		19:15	17		13		
7:30	8		12		19:30	15		18		
7:45	15	43	27	60	19:45	15	63	10	56	119
8:00	36		46		20:00	16		9		
8:15	23		47		20:15	23		6		
8:30	21		30		20:30	12		6		
8:45	10	90	21	144	20:45	17	68	7	28	96
9:00	11		17		21:00	6		6		
9:15	6		15		21:15	12		3		
9:30	12		13		21:30	9		2		
9:45	9	38	14	59	21:45	5	32	7	18	50
10:00	13		10		22:00	7		4		
10:15	13		9		22:15	7		4		
10:30	7		6		22:30	2		5		
10:45	6	39	15	40	22:45	3	19	1	14	33
11:00	13		4		23:00	3		1		
11:15	16		8		23:15	1		7		
11:30	7		10		23:30	0		3		
11:45	10	46	9	31	23:45	1	5	0	11	16

Total Vol.	273	363	636		750	553	1303
					Daily Totals		Combined
					NB	SB	
					1023	916	1939

	AM			PM		
Split %	42.9%	57.1%	32.8%	57.6%	42.4%	67.2%
Peak Hour	7:45	7:45	7:45	17:00	17:00	17:00
Volume	95	150	245	111	89	200
P.H.F.	0.66	0.80	0.75	0.77	0.77	0.82

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

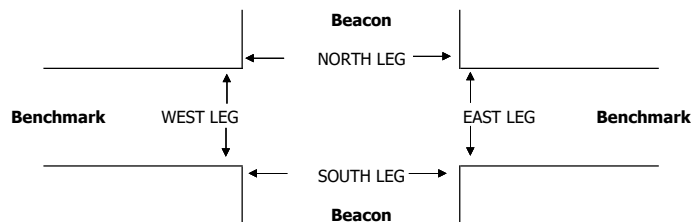
DATE: Tue, Sep 9, 25	LOCATION: NORTH & SOUTH: EAST & WEST:	Irvine Beacon Benchmark	PROJECT #: SC5602 LOCATION #: 1 CONTROL: STOP ALL
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NOTES:	AM	▲	N	▶
	PM	◀	W	E
	MD			
	OTHER		S	
	OTHER	▼		

LANES:	NORTHBOUND Beacon			SOUTHBOUND Beacon			EASTBOUND Benchmark			WESTBOUND Benchmark			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	3	1	0	11	1	1	0	0	3	1	2	23
7:15 AM	1	5	1	3	7	2	1	2	3	1	1	3	30
7:30 AM	0	5	2	0	3	0	1	1	0	2	2	1	17
7:45 AM	1	5	5	5	15	7	3	5	1	6	10	4	67
8:00 AM	4	9	23	2	36	26	21	21	9	12	28	4	195
8:15 AM	4	10	10	3	10	10	24	18	8	9	14	3	123
8:30 AM	0	12	7	4	7	0	0	2	3	3	5	5	48
8:45 AM	1	6	1	4	9	1	0	2	0	5	3	2	34
VOLUMES	11	55	50	21	98	47	51	51	24	41	64	24	537
APPROACH %	9%	47%	43%	13%	59%	28%	40%	40%	19%	32%	50%	19%	
APP/DEPART	116	/	130	166	/	163	126	/	122	129	/	122	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	9	36	45	14	68	43	48	46	21	30	57	16	433
APPROACH %	10%	40%	50%	11%	54%	34%	42%	40%	18%	29%	55%	16%	
PEAK HR FACTOR	0.625			0.488			0.564			0.585			0.555
APP/DEPART	90	/	100	125	/	119	115	/	105	103	/	109	0

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Sep 9, 25	LOCATION: NORTH & SOUTH: EAST & WEST:	Irvine Beacon Paramount	PROJECT #: SC5602	LOCATION #: 2	CONTROL: STOP ALL
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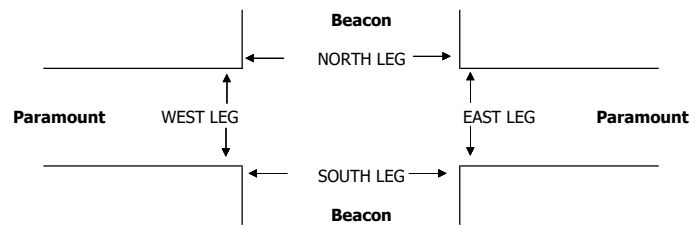
NOTES:	AM	▲	N	▶
	PM	◀	W	E
	MD			
	OTHER		S	▶
	OTHER	▼		

LANES:	NORTHBOUND Beacon			SOUTHBOUND Beacon			EASTBOUND Paramount			WESTBOUND Paramount			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	2	3	0	3	5	6	1	1	1	1	0	1	24
7:15 AM	6	5	1	0	9	2	1	3	0	0	4	0	31
7:30 AM	0	7	0	0	5	0	0	0	0	1	0	0	13
7:45 AM	6	8	0	0	11	8	3	1	1	1	3	0	42
8:00 AM	14	20	3	5	12	40	16	9	8	0	31	1	159
8:15 AM	3	16	1	0	21	5	9	5	3	1	4	0	68
8:30 AM	3	14	1	0	13	3	2	0	2	1	0	3	42
8:45 AM	0	4	0	0	12	2	2	0	2	2	1	0	25
VOLUMES	34	77	6	8	88	66	34	19	17	7	43	5	404
APPROACH %	29%	66%	5%	5%	54%	41%	49%	27%	24%	13%	78%	9%	
APP/DEPART	117	/	116	162	/	112	70	/	33	55	/	143	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	26	58	5	5	57	56	30	15	14	3	38	4	311
APPROACH %	29%	65%	6%	4%	48%	47%	51%	25%	24%	7%	84%	9%	
PEAK HR FACTOR	0.601			0.518			0.447			0.352			0.489
APP/DEPART	89	/	92	118	/	74	59	/	25	45	/	120	0

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0
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AM



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

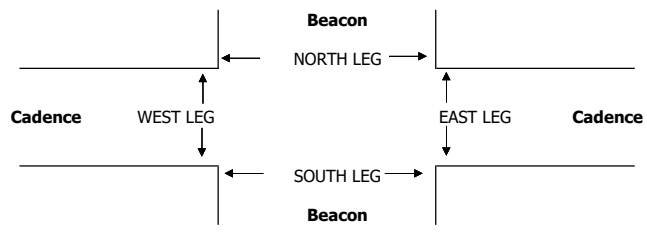
DATE: Tue, Sep 9, 25	LOCATION: NORTH & SOUTH: EAST & WEST:	Irvine Beacon Cadence	PROJECT #: SC5602 LOCATION #: 3 CONTROL: STOP ALL
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NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND Beacon			SOUTHBOUND Beacon			EASTBOUND Cadence			WESTBOUND Cadence			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	3	1	1	0	6	2	10	1	2	31	5	62
7:15 AM	1	4	2	1	5	8	5	5	1	0	42	1	75
7:30 AM	0	5	2	2	2	8	2	16	1	3	69	1	111
7:45 AM	3	7	10	7	7	13	4	40	0	8	89	4	192
8:00 AM	4	6	27	23	9	14	15	81	0	10	90	15	294
8:15 AM	0	9	9	19	9	19	6	43	2	10	102	8	236
8:30 AM	1	8	7	10	10	10	5	30	0	9	102	8	200
8:45 AM	0	3	4	1	7	13	3	10	1	1	83	4	130
VOLUMES	9	45	62	64	49	91	42	235	6	43	608	46	1,301
APPROACH %	8%	38%	53%	31%	24%	45%	15%	83%	2%	6%	87%	7%	
APP/DEPART	117	/	133	204	/	99	283	/	361	697	/	708	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	8	30	53	59	35	56	30	194	2	37	383	35	923
APPROACH %	9%	33%	58%	39%	23%	37%	13%	86%	1%	8%	84%	8%	
PEAK HR FACTOR	0.622				0.798		0.589		0.948				0.785
APP/DEPART	92	/	95	150	/	75	226	/	306	455	/	447	0

U-TURNS					TTL
NB	SB	EB	WB		
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	1

1	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Sep 9, 25

LOCATION:
NORTH & SOUTH: Irvine
EAST & WEST: Bosque
Cadence

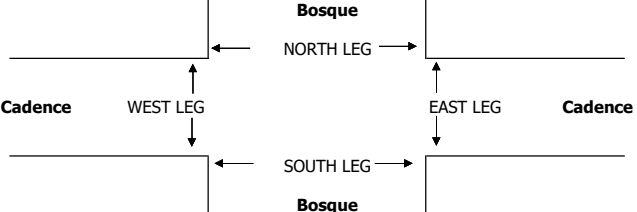
PROJECT #: SC5602
LOCATION #: 4
CONTROL: ROUNDABOUT

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND Bosque			SOUTHBOUND Bosque			EASTBOUND Cadence			WESTBOUND Cadence			TOTAL
	NL 0.5	NT 0.5	NR 0	SL 0.5	ST 0.5	SR 0	EL 0.5	ET 0.5	ER 0	WL 0.5	WT 0.5	WR 0	
7:00 AM	0	7	33	0	10	7	2	11	0	22	24	2	118
7:15 AM	0	9	41	0	18	8	0	7	1	16	29	5	134
7:30 AM	0	10	65	0	15	10	0	15	0	39	53	2	209
7:45 AM	0	7	76	2	19	16	5	46	2	57	73	5	308
8:00 AM	0	18	96	20	24	28	4	122	0	91	83	14	500
8:15 AM	0	19	119	17	33	13	2	73	2	105	107	16	506
8:30 AM	1	12	72	16	25	7	0	46	1	93	103	4	380
8:45 AM	0	13	37	2	21	11	1	12	0	61	70	13	241
VOLUMES	1	95	539	57	165	100	14	332	6	484	542	61	2,405
APPROACH %	0%	15%	85%	18%	51%	31%	4%	94%	2%	44%	50%	6%	
APP/DEPART	635	/	170	322	/	655	355	/	934	1,093	/	646	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	1	56	363	55	101	64	11	287	5	346	366	39	1,699
APPROACH %	0%	13%	86%	25%	46%	29%	4%	94%	2%	46%	48%	5%	
PEAK HR FACTOR	0.761			0.764			0.603			0.821			0.834
APP/DEPART	420	/	106	220	/	452	304	/	709	755	/	432	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
0	0	1	2	3
0	0	0	0	0
0	0	2	2	4
0	0	3	6	9

0	0	1	4
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

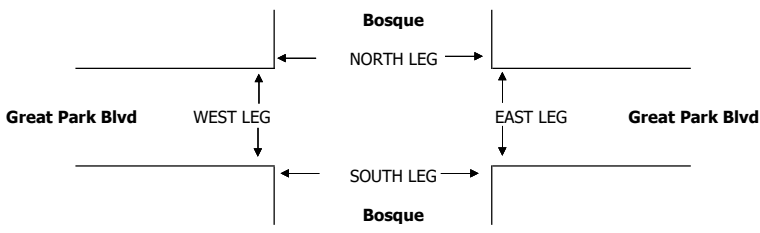
DATE: Tue, Sep 9, 25	LOCATION: Irvine NORTH & SOUTH: Bosque EAST & WEST: Great Park Blvd	PROJECT #: SC5602 LOCATION #: 5 CONTROL: ROUNDBABOUT
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NOTES: Construction - South leg is closed	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND Bosque			SOUTHBOUND Bosque			EASTBOUND Great Park Blvd			WESTBOUND Great Park Blvd			TOTAL
	NL 0.5	NT 0.5	NR 0	SL 0.5	ST 0.5	SR 0	EL 0.5	ET 1.5	ER 0	WL 0.5	WT 1.5	WR 0	
7:00 AM	0	0	0	3	0	29	36	8	3	1	8	1	89
7:15 AM	0	0	2	4	0	30	42	7	1	0	7	3	96
7:30 AM	1	0	0	7	0	50	73	8	0	0	5	5	149
7:45 AM	1	0	0	3	0	76	68	6	1	1	8	2	166
8:00 AM	0	0	1	11	0	88	93	13	2	2	5	5	220
8:15 AM	2	0	0	12	0	107	125	9	1	2	8	1	267
8:30 AM	0	0	0	10	0	93	76	13	3	0	7	5	207
8:45 AM	0	0	0	22	1	68	36	21	2	0	7	6	163
VOLUMES	4	0	3	72	1	541	549	85	13	6	55	28	1,371
APPROACH %	57%	0%	43%	12%	0%	88%	84%	13%	2%	6%	59%	30%	
APP/DEPART	7	/	580	617	/	20	653	/	165	94	/	606	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	3	0	1	36	0	364	362	41	7	5	28	13	869
APPROACH %	75%	0%	25%	9%	0%	91%	87%	10%	2%	10%	57%	27%	
PEAK HR FACTOR	0.500			0.845			0.767			0.942			0.811
APP/DEPART	4	/	377	402	/	12	414	/	81	49	/	399	0

U-TURNS					
NB	SB	EB	WB	TTL	
0	1	1	0	2	
0	0	0	0	0	
0	0	0	0	0	
0	1	2	0	3	
0	0	0	1	1	
0	0	0	1	1	
0	1	2	1	4	
0	0	1	2	3	
0	3	6	5	14	

0	2	4	3
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Sep 9, 25

LOCATION: Irvine
NORTH & SOUTH: Beacon Exit Dwy 1
EAST & WEST: Benchmark

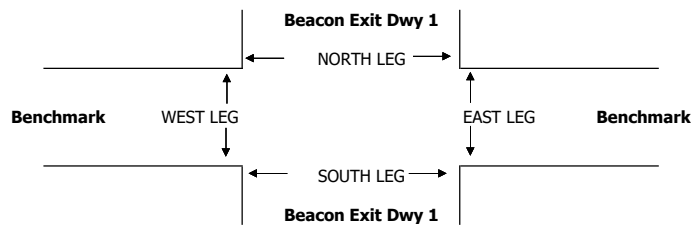
PROJECT #: SC5602
LOCATION #: 6
CONTROL: STOP N/S

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND Beacon Exit Dwy 1			SOUTHBOUND Beacon Exit Dwy 1			EASTBOUND Benchmark			WESTBOUND Benchmark			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	3	0	2	0	0	0	0	0	0	0	2	0	7
7:15 AM	2	0	1	0	0	0	0	3	0	0	4	0	10
7:30 AM	4	0	1	0	0	0	0	2	0	0	2	0	9
7:45 AM	5	0	4	1	0	1	2	5	0	0	14	1	33
8:00 AM	41	0	37	0	0	4	0	19	0	0	40	0	141
8:15 AM	31	0	25	5	0	6	1	9	0	0	28	3	108
8:30 AM	2	0	3	0	0	2	0	1	0	0	5	0	13
8:45 AM	1	0	0	0	0	0	0	2	0	0	5	0	8
VOLUMES	89	0	73	6	0	13	3	41	0	0	100	4	330
APPROACH %	55%	0%	45%	32%	0%	68%	7%	93%	0%	0%	95%	4%	
APP/DEPART	162	/	7	19	/	0	44	/	121	105	/	202	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	79	0	69	6	0	13	3	34	0	0	87	4	296
APPROACH %	53%	0%	47%	32%	0%	68%	8%	92%	0%	0%	95%	4%	
PEAK HR FACTOR	0.474			0.432			0.487			0.561			0.521
APP/DEPART	148	/	7	19	/	0	37	/	110	92	/	179	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1

0	0	0	1
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

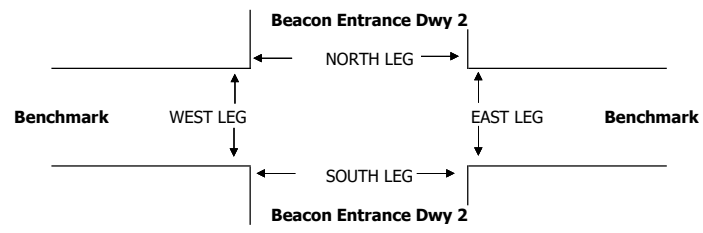
DATE: Tue, Sep 9, 25	LOCATION: NORTH & SOUTH: EAST & WEST:	Irvine Beacon Entrance Dwy 2 Benchmark	PROJECT #: SC5602	LOCATION #: 7	CONTROL: NO CONTROL
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NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND Beacon Entrance Dwy 2			SOUTHBOUND Beacon Entrance Dwy 2			EASTBOUND Benchmark			WESTBOUND Benchmark			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	1	7	1	2	0	11
7:15 AM	0	0	0	0	0	0	0	2	4	2	6	0	14
7:30 AM	0	0	0	0	0	0	0	2	5	0	6	0	13
7:45 AM	0	0	0	0	0	0	0	9	13	10	11	0	43
8:00 AM	0	0	0	0	0	0	0	26	74	26	53	0	179
8:15 AM	0	0	0	0	0	0	0	4	28	9	61	0	102
8:30 AM	0	0	0	0	0	0	0	1	0	0	10	0	11
8:45 AM	0	0	0	0	0	0	0	2	1	1	5	0	9
VOLUMES	0	0	0	0	0	0	0	47	132	49	154	0	382
APPROACH %	0%	0%	0%	0%	0%	0%	0%	26%	74%	24%	76%	0%	
APP/DEPART	0	/	0	0	/	181	179	/	47	203	/	154	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	0	0	0	0	0	41	120	45	131	0	337
APPROACH %	0%	0%	0%	0%	0%	0%	0%	25%	75%	26%	74%	0%	
PEAK HR FACTOR	0.000			0.000			0.403			0.557			0.471
APP/DEPART	0	/	0	0	/	165	161	/	41	176	/	131	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Sep 9, 25

LOCATION: Irvine
NORTH & SOUTH: Cultivate
EAST & WEST: Beacon Exit Dwy 3

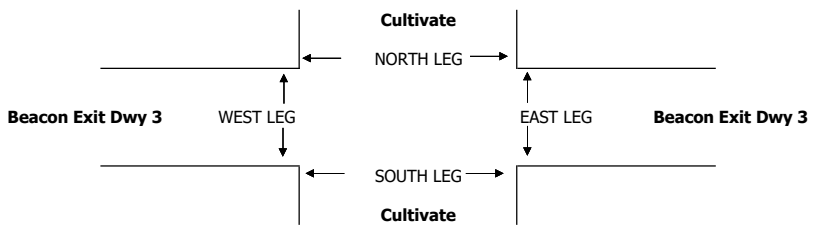
PROJECT #: SC5602
LOCATION #: 8
CONTROL: STOP W

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND Cultivate			SOUTHBOUND Cultivate			EASTBOUND Beacon Exit Dwy 3			WESTBOUND Beacon Exit Dwy 3			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	4	0	0	5	0	0	0	0	3	0	7	19
7:30 AM	0	1	0	0	4	0	0	0	0	5	0	4	14
7:45 AM	0	2	0	0	6	0	0	0	0	0	0	0	8
8:00 AM	0	5	0	0	10	0	0	0	0	7	0	5	27
8:15 AM	0	13	0	0	13	0	0	0	0	52	0	40	118
8:30 AM	0	1	0	0	6	0	0	0	0	7	0	2	16
8:45 AM	0	2	0	0	3	0	0	0	0	3	0	2	10
VOLUMES	0	28	0	0	47	0	0	0	0	77	0	60	213
APPROACH %	0%	97%	0%	0%	100%	0%	0%	0%	0%	56%	0%	44%	
APP/DEPART	29	/	88	47	/	125	0	/	0	137	/	0	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	0	21	0	0	32	0	0	0	0	69	0	49	172
APPROACH %	0%	95%	0%	0%	100%	0%	0%	0%	0%	58%	0%	42%	
PEAK HR FACTOR	0.423			0.615			0.000			0.321			0.364
APP/DEPART	22	/	70	32	/	102	0	/	0	118	/	0	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1

1	0	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Sep 9, 25

LOCATION:
NORTH & SOUTH: Irvine
EAST & WEST: Cultivate
Beacon Dwy 4

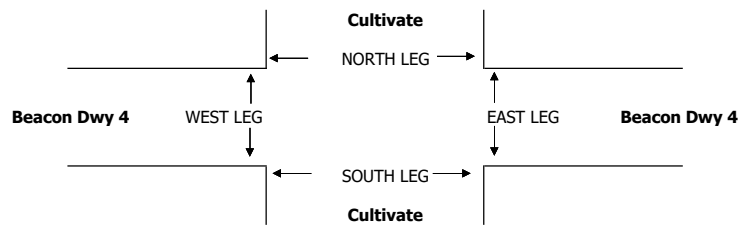
PROJECT #: SCS602
LOCATION #: 9
CONTROL: NO CONTROL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND Cultivate			SOUTHBOUND Cultivate			EASTBOUND Beacon Dwy 4			WESTBOUND Beacon Dwy 4			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	4	3	1	6	0	0	0	0	0	0	0	14
7:15 AM	0	1	2	3	6	0	0	0	0	0	0	0	12
7:30 AM	0	1	10	4	3	0	0	0	0	0	0	0	18
7:45 AM	0	7	5	6	7	0	0	0	0	0	0	0	25
8:00 AM	0	14	16	9	54	0	0	0	0	0	0	0	93
8:15 AM	0	2	3	1	16	0	0	0	0	1	0	0	23
8:30 AM	0	2	1	1	5	0	0	0	0	0	0	0	9
8:45 AM	0	2	3	1	7	0	0	0	0	0	0	0	13
VOLUMES	0	33	43	26	104	0	0	0	0	1	0	0	207
APPROACH %	0%	43%	57%	20%	80%	0%	0%	0%	0%	100%	0%	0%	
APP/DEPART	76	/	33	130	/	105	0	/	69	1	/	0	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	24	34	20	80	0	0	0	0	1	0	0	159
APPROACH %	0%	41%	59%	20%	80%	0%	0%	0%	0%	100%	0%	0%	
PEAK HR FACTOR	0.483			0.397			0.000			0.250			0.427
APP/DEPART	58	/	24	100	/	81	0	/	54	1	/	0	0

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0 0 0 0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Sep 9, 25

LOCATION: Irvine
NORTH & SOUTH: Beacon Entrance Dwy 5
EAST & WEST: Paramount

PROJECT #: SC5602
LOCATION #: 10
CONTROL: NO CONTROL

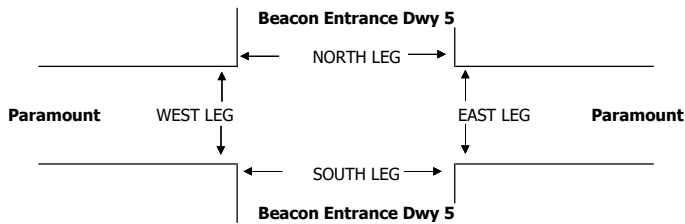
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND Beacon Entrance Dwy 5			SOUTHBOUND Beacon Entrance Dwy 5			EASTBOUND Paramount			WESTBOUND Paramount			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	3	3	0	0	5	5	16
7:15 AM	0	0	0	0	0	0	4	1	0	0	5	5	15
7:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
7:45 AM	0	0	0	0	0	0	3	5	0	0	5	13	26
8:00 AM	0	0	0	0	0	0	2	37	0	0	21	71	131
8:15 AM	0	0	0	0	0	0	1	10	0	0	11	5	27
8:30 AM	0	0	0	0	0	0	2	2	0	0	7	3	14
8:45 AM	0	0	0	0	0	0	1	4	0	0	3	2	10
VOLUMES	0	0	0	0	0	0	16	63	0	0	59	104	242
APPROACH %	0%	0%	0%	0%	0%	0%	20%	80%	0%	0%	36%	64%	
APP/DEPART	0	/	120	0	/	0	79	/	63	163	/	59	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	0	0	0	0	0	0	8	54	0	0	44	92	198
APPROACH %	0%	0%	0%	0%	0%	0%	13%	87%	0%	0%	32%	68%	
PEAK HR FACTOR	0.000			0.000			0.397			0.370			0.378
APP/DEPART	0	/	100	0	/	0	62	/	54	136	/	44	0

U-TURNS					TTL
NB	SB	EB	WB		
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0 0 0 0

AM





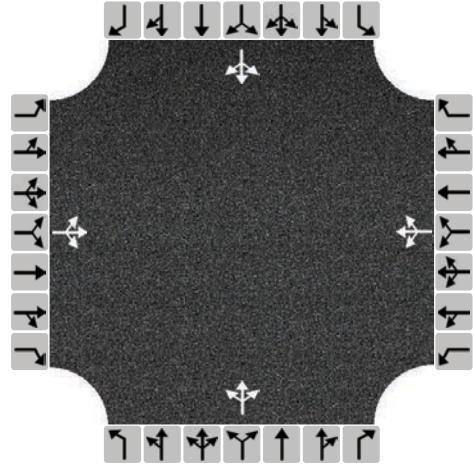
Appendix B—Intersection Analysis Reports [2025 Existing]

HCS All-Way Stop Control Report

General and Site Information

Analyst	DJ&A
Agency/Co.	
Date Performed	9/09/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	7:45 AM
Project Description	
Intersection	Beacon Street and Benchmark Street
Jurisdiction	Irvine
East/West Street	Benchmark Street
North/South Street	Beacon Street
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	48	46	21	30	57	16	9	36	45	14	68	43
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	125			112			98			136		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.111			0.100			0.087			0.121		
Final Departure Headway, h_d (s)	4.58			4.59			4.38			4.43		
Final Degree of Utilization, x	0.159			0.143			0.119			0.167		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.58			2.59			2.38			2.43		

Capacity, Delay and Level of Service

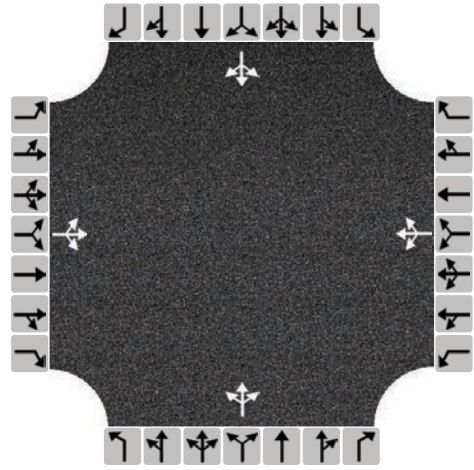
Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	125			112			98			136		
Capacity (veh/h)	785			784			821			812		
95% Queue Length, Q_{95} (veh)	0.6			0.5			0.4			0.6		
95% Queue Length, Q_{95} (ft)	15.2			12.7			10.2			15.2		
Control Delay (s/veh)	8.5			8.4			8.0			8.3		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	8.5		A	8.4		A	8.0		A	8.3		A
Intersection Delay (s/veh) LOS	8.3						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	DJ&A
Agency/Co.	
Date Performed	9/09/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	7:45 AM
Project Description	
Intersection	Beacon Street & Paramount Street
Jurisdiction	Irvine
East/West Street	Paramount Street
North/South Street	Beacon Street
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	30	15	14	3	38	4	26	58	5	5	57	56
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	64			49			97			128		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.057			0.043			0.086			0.114		
Final Departure Headway, h_d (s)	4.43			4.45			4.35			4.03		
Final Degree of Utilization, x	0.079			0.060			0.117			0.143		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.43			2.45			2.35			2.03		

Capacity, Delay and Level of Service

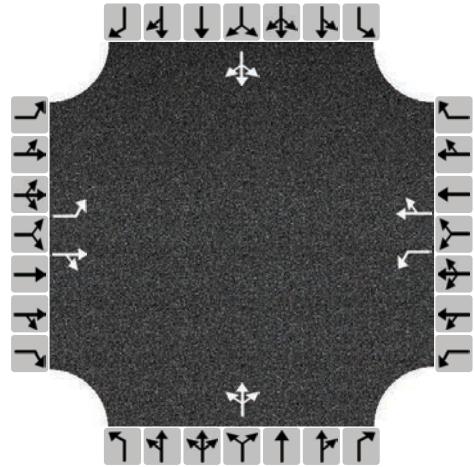
Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	64			49			97			128		
Capacity (veh/h)	812			809			828			894		
95% Queue Length, Q_{95} (veh)	0.3			0.2			0.4			0.5		
95% Queue Length, Q_{95} (ft)	7.6			5.1			10.2			12.7		
Control Delay (s/veh)	7.8			7.7			7.9			7.7		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	7.8		A	7.7		A	7.9		A	7.7		A
Intersection Delay (s/veh) LOS	7.8						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	DJ&A
Agency/Co.	
Date Performed	9/09/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	7:45 AM
Project Description	
Intersection	Beacon Street & Cadence Street
Jurisdiction	Irvine
East/West Street	Cadence Street
North/South Street	Beacon Street
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	30	194	2	37	383	35	9	30	53	59	35	56
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	L	TR		L	TR		LTR			LTR		
Flow Rate, v (veh/h)	33	213		40	454		100			163		
Percent Heavy Vehicles	2	2		2	2		2			2		
Initial Departure Headway, h _d (s)	3.20	3.20		3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.029	0.189		0.036	0.404		0.089			0.145		
Final Departure Headway, h _d (s)	6.50	5.99		6.20	5.63		5.90			5.91		
Final Degree of Utilization, x	0.059	0.354		0.069	0.711		0.164			0.268		
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.0			2.0		
Service Time, t _s (s)	4.20	3.69		3.90	3.33		3.90			3.91		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	L	TR		L	TR		LTR			LTR		
Flow Rate, v (veh/h)	33	213		40	454		100			163		
Capacity (veh/h)	554	601		581	639		611			609		
95% Queue Length, Q ₉₅ (veh)	0.2	1.6		0.2	6.9		0.6			1.1		
95% Queue Length, Q ₉₅ (ft)	5.1	40.6		5.1	175.3		15.2			27.9		
Control Delay (s/veh)	9.6	12.0		9.4	21.8		10.1			11.1		
Level of Service, LOS	A	B		A	C		B			B		
Approach Delay (s/veh) LOS	11.6	B		20.8	C		10.1	B		11.1	B	
Intersection Delay (s/veh) LOS	15.9						C					

HCS Roundabouts Report

General Information

Site Information

Analyst	DJ&A		Intersection	Bosque Street and Cadence...
Agency or Co.			E/W Street Name	Cadence Street
Date Performed	9/09/2025		N/S Street Name	Bosque Street
Analysis Year	2025		Analysis Time Period, hrs	1.00
Time Analyzed	7:45 AM		Peak Hour Factor	0.92
Project Description			Jurisdiction	Irvine

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	1	11	287	5	4	346	366	39	0	1	56	363	0	55	101	64
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v _{PCE}), pc/h	1	12	321	6	4	387	410	44	0	1	63	406	0	62	113	72
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		340			845			470			247	
Entry Volume, veh/h		330			820			456			240	
Circulating Flow (v _c), pc/h	566			77			400			803		
Exiting Flow (v _{ex}), pc/h	793			484			119			506		
Capacity (c _{PCE}), pc/h		775			1276			918			608	
Capacity (c), veh/h		752			1239			891			591	
v/c Ratio (x)		0.44			0.66			0.51			0.41	


Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		10.7			11.9			10.8			12.3	
Lane LOS		B			B			B			B	
95% Queue Length, Q ₉₅ (veh)		2.3			5.7			3.1			2.0	
95% Queue Length, Q ₉₅ (ft)		58.9			145.9			79.4			51.2	
Approach Delay, s/veh LOS	10.7		B	11.9		B	10.8		B	12.3		B
Intersection Delay, s/veh LOS	11.5 A-52						B					

HCS Roundabouts Report

General Information

Site Information

Analyst	DJ&A		Intersection	Bosque Street and Great Par...
Agency or Co.			E/W Street Name	Great Park Boulevard
Date Performed	9/09/2025		N/S Street Name	Bosque Street
Analysis Year	2025		Analysis Time Period, hrs	1.00
Time Analyzed	7:45 AM		Peak Hour Factor	0.92
Project Description			Jurisdiction	Irvine

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0
Lane Assignment	LT		TR		LT		TR				LTR				LTR	
Volume (V), veh/h	4	362	41	7	3	5	28	13	0	3	0	1	2	36	0	364
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v _{PCE}), pc/h	4	405	46	8	3	6	31	15	0	3	0	1	2	40	0	408
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.5436	4.5436		4.5436	4.5436			4.9763			4.9763	
Follow-Up Headway, s	2.5352	2.5352		2.5352	2.5352			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h	409	54		26	29			4			450	
Entry Volume, veh/h	397	52		25	28			4			437	
Circulating Flow (v _c), pc/h	51			414			500			47		
Exiting Flow (v _{ex}), pc/h	90			446			422			14		
Capacity (c _{PCE}), pc/h	1356	1356		974	974			829			1315	
Capacity (c), veh/h	1316	1316		946	946			805			1277	
v/c Ratio (x)	0.30	0.04		0.03	0.03			0.00			0.34	

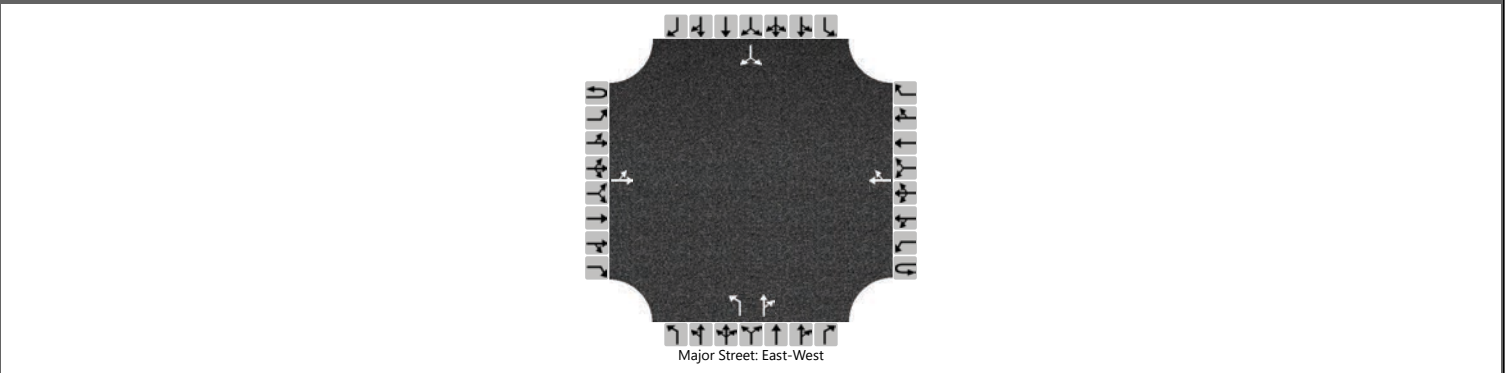
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	5.4	3.0		4.0	4.1			4.5			6.0	
Lane LOS	A	A		A	A			A			A	
95% Queue Length, Q ₉₅ (veh)	1.3	0.1		0.1	0.1			0.0			1.6	
95% Queue Length, Q ₉₅ (ft)	33.3	2.6		2.6	2.6			0.0			41.0	
Approach Delay, s/veh LOS	5.1		A	4.1		A	4.5		A	6.0		A
Intersection Delay, s/veh LOS	5.5 A-53						A					

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DJ&A			Intersection	Beacon Exit Dwy 1 and Benchmark		
Agency/Co.				Jurisdiction	Irvine		
Date Performed	9/09/2025			East/West Street	Benchmark Street		
Analysis Year	2025			North/South Street	Beacon Exit Dwy 1		
Time Analyzed	7:45 AM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description							

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	1	1	0		0	1	0	
Configuration		LT						TR	L		TR			LR		
Volume (veh/h)		3	34				87	4	79	0	69		6		13	
Percent Heavy Vehicles (%)		3							3	3	3		3		3	
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1								7.1	6.5	6.2		7.1		6.2
Critical Headway (sec)		4.13								7.13	6.53	6.23		7.13		6.23
Base Follow-Up Headway (sec)		2.2								3.5	4.0	3.3		3.5		3.3
Follow-Up Headway (sec)		2.23								3.53	4.03	3.33		3.53		3.33

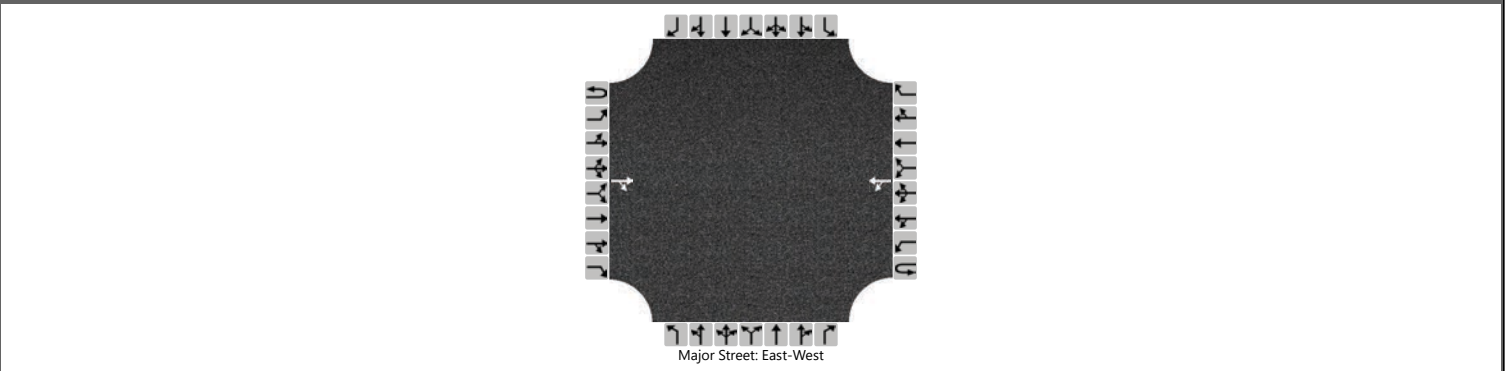
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3								86		75				21
Capacity, c (veh/h)		1488								805		1032				868
v/c Ratio		0.00								0.11		0.07				0.02
95% Queue Length, Q ₉₅ (veh)		0.0								0.4		0.2				0.1
95% Queue Length, Q ₉₅ (ft)		0.0								10.2		5.1				2.6
Control Delay (s/veh)		7.4	0.0							10.0		8.8				9.2
Level of Service (LOS)		A	A							B		A				A
Approach Delay (s/veh)	0.6								9.4				9.2			
Approach LOS	A								A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DJ&A	Intersection	Beacon Entrance Dwy 2 & Benchmark Street
Agency/Co.		Jurisdiction	Irvine
Date Performed	9/09/2025	East/West Street	Benchmark Street
Analysis Year	2025	North/South Street	Beacon Entrance Dwy 2
Time Analyzed	7:30 AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	0	0	
Configuration				TR		LT										
Volume (veh/h)			41	120		45	131									
Percent Heavy Vehicles (%)						3										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)							4.1									
Critical Headway (sec)							4.13									
Base Follow-Up Headway (sec)							2.2									
Follow-Up Headway (sec)							2.23									

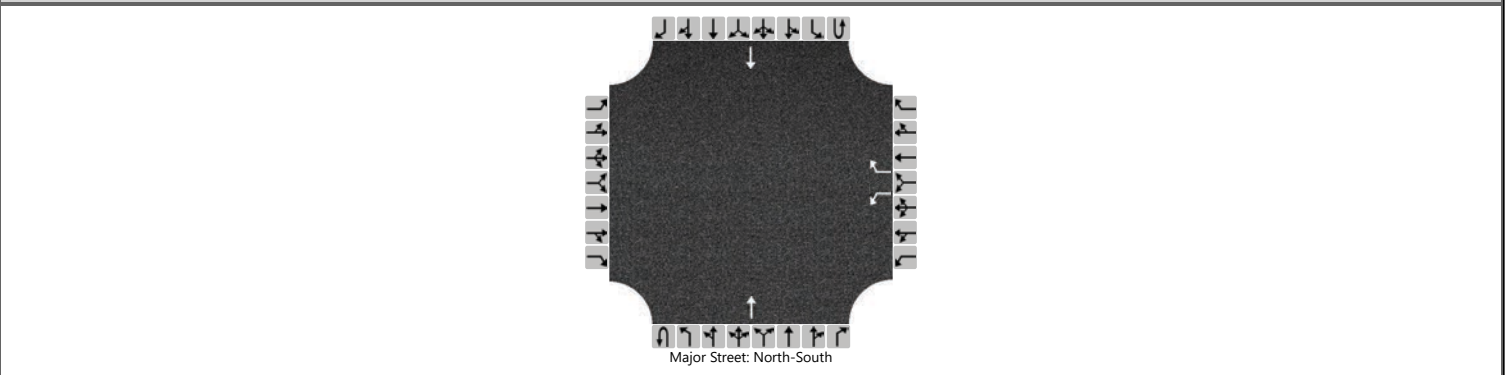
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							49									
Capacity, c (veh/h)							1395									
v/c Ratio							0.04									
95% Queue Length, Q ₉₅ (veh)							0.1									
95% Queue Length, Q ₉₅ (ft)							2.6									
Control Delay (s/veh)							7.7	0.3								
Level of Service (LOS)							A	A								
Approach Delay (s/veh)					2.2											
Approach LOS					A											

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DJ&A	Intersection	Cultivate & Beacon Exit Dwy 3
Agency/Co.		Jurisdiction	Irvine
Date Performed	9/09/2025	East/West Street	Beacon Exit Dwy 3
Analysis Year	2025	North/South Street	Cultivate Street
Time Analyzed	8:00 AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1		0	1	0		0	1	0
Configuration						L		R			T				T	
Volume (veh/h)						69		49			21					32
Percent Heavy Vehicles (%)						3		3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2								
Critical Headway (sec)						6.43		6.23								
Base Follow-Up Headway (sec)						3.5		3.3								
Follow-Up Headway (sec)						3.53		3.33								

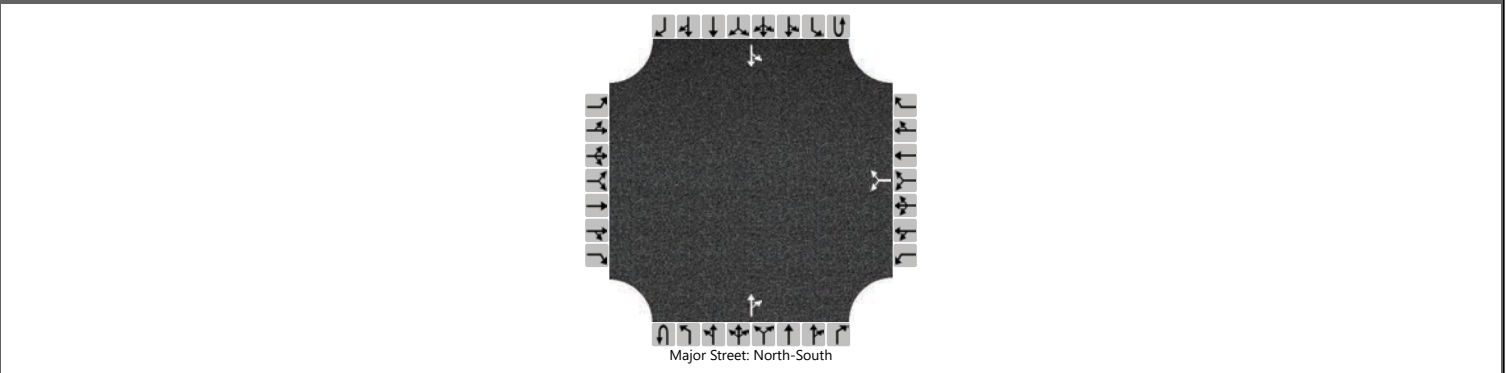
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						75		53								
Capacity, c (veh/h)						947		1051								
v/c Ratio						0.08		0.05								
95% Queue Length, Q ₉₅ (veh)						0.3		0.2								
95% Queue Length, Q ₉₅ (ft)						7.7		5.1								
Control Delay (s/veh)						9.1		8.6								
Level of Service (LOS)						A		A								
Approach Delay (s/veh)					8.9											
Approach LOS					A											

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DJ&A	Intersection	Cultivate Street & Beacon Dwy 4
Agency/Co.		Jurisdiction	Irvine
Date Performed	9/09/2025	East/West Street	Beacon Dwy 4
Analysis Year	2025	North/South Street	Cultivate Street
Time Analyzed	7:30 AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						1		0			24	34		20	80	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

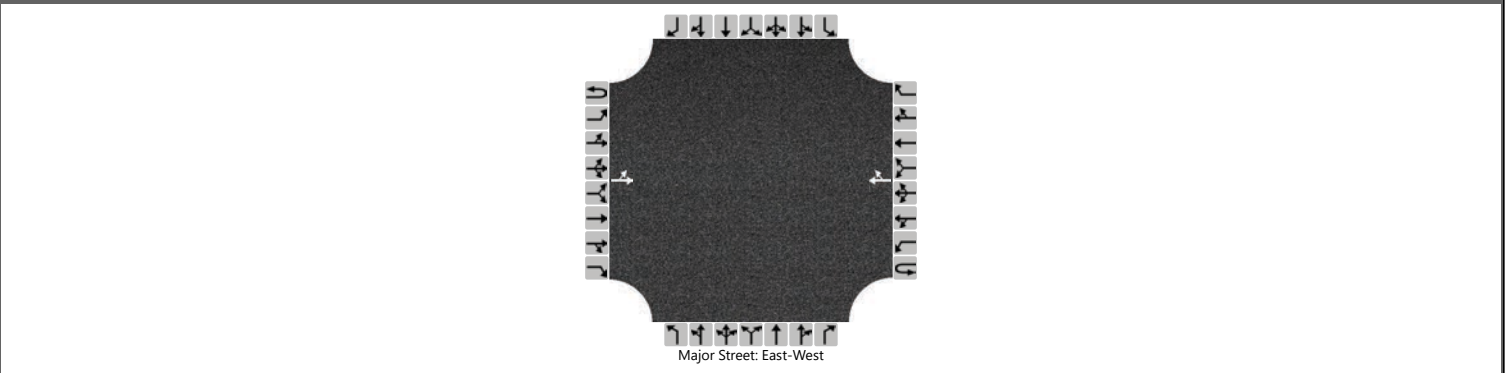
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1								22		
Capacity, c (veh/h)						800								1533		
v/c Ratio						0.00								0.01		
95% Queue Length, Q ₉₅ (veh)						0.0								0.0		
95% Queue Length, Q ₉₅ (ft)						0.0								0.0		
Control Delay (s/veh)						9.5								7.4	0.1	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)					9.5								1.6			
Approach LOS					A								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DJ&A	Intersection	Beacon Entrance Dwy 5 and Paramount
Agency/Co.		Jurisdiction	Irvine
Date Performed	9/09/2025	East/West Street	Paramount Street
Analysis Year	2025	North/South Street	Beacon Entrance Dwy 5
Time Analyzed	7:45 AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9	10	11	12		
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
Configuration		LT						TR								
Volume (veh/h)		8	54				44	92								
Percent Heavy Vehicles (%)		3														
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														
Critical Headway (sec)		4.13														
Base Follow-Up Headway (sec)		2.2														
Follow-Up Headway (sec)		2.23														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9														
Capacity, c (veh/h)		1428														
v/c Ratio		0.01														
95% Queue Length, Q ₉₅ (veh)		0.0														
95% Queue Length, Q ₉₅ (ft)		0.0														
Control Delay (s/veh)		7.5	0.0													
Level of Service (LOS)		A	A													
Approach Delay (s/veh)		1.0														
Approach LOS		A														



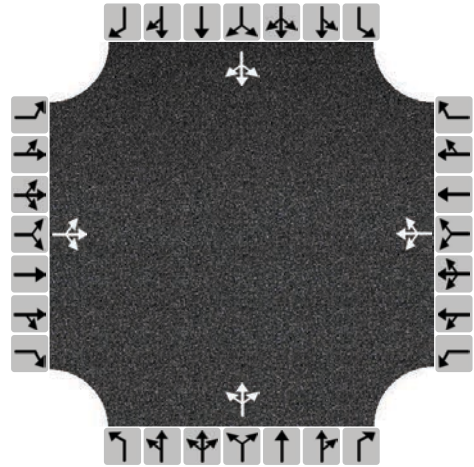
Appendix C— Intersection Analysis Reports [2029 No Project]

HCS All-Way Stop Control Report

General and Site Information

Analyst	DJ&A
Agency/Co.	
Date Performed	9/09/2025
Analysis Year	2029
Analysis Time Period (hrs)	1.00
Time Analyzed	7:45 AM
Project Description	Opening Year No Project AM Volumes
Intersection	Beacon Street and Benchmark Street
Jurisdiction	Irvine
East/West Street	Benchmark Street
North/South Street	Beacon Street
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	50	48	22	31	59	17	9	37	47	15	71	45
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	130			116			101			142		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.116			0.103			0.090			0.127		
Final Departure Headway, h_d (s)	4.62			4.62			4.42			4.46		
Final Degree of Utilization, x	0.167			0.149			0.124			0.177		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.62			2.62			2.42			2.46		

Capacity, Delay and Level of Service

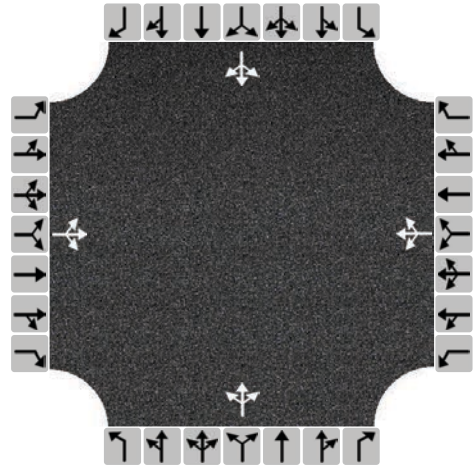
Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	130			116			101			142		
Capacity (veh/h)	780			779			815			806		
95% Queue Length, Q_{95} (veh)	0.6			0.5			0.4			0.6		
95% Queue Length, Q_{95} (ft)	15.2			12.7			10.2			15.2		
Control Delay (s/veh)	8.5			8.4			8.0			8.4		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	8.5		A	8.4		A	8.0		A	8.4		A
Intersection Delay (s/veh) LOS	8.4						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	DJ&A
Agency/Co.	
Date Performed	9/09/2025
Analysis Year	2029
Analysis Time Period (hrs)	1.00
Time Analyzed	7:45 AM
Project Description	Opening Year No Project AM Volumes
Intersection	Beacon Street & Paramount Street
Jurisdiction	Irvine
East/West Street	Paramount Street
North/South Street	Beacon Street
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	31	16	15	3	40	4	27	60	5	5	59	58
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	67			51			100			133		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.060			0.045			0.089			0.118		
Final Departure Headway, h_d (s)	4.45			4.47			4.37			4.04		
Final Degree of Utilization, x	0.083			0.063			0.121			0.149		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.45			2.47			2.37			2.04		

Capacity, Delay and Level of Service

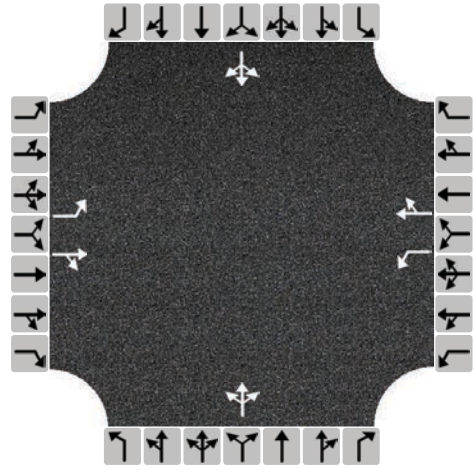
Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	67			51			100			133		
Capacity (veh/h)	809			805			824			890		
95% Queue Length, Q_{95} (veh)	0.3			0.2			0.4			0.5		
95% Queue Length, Q_{95} (ft)	7.6			5.1			10.2			12.7		
Control Delay (s/veh)	7.9			7.8			8.0			7.8		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	7.9		A	7.8		A	8.0		A	7.8		A
Intersection Delay (s/veh) LOS	7.8						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	DJ&A
Agency/Co.	
Date Performed	9/09/2025
Analysis Year	2029
Analysis Time Period (hrs)	1.00
Time Analyzed	7:45 AM
Project Description	Opening Year No Project AM Volumes
Intersection	Beacon Street & Cadence Street
Jurisdiction	Irvine
East/West Street	Cadence Street
North/South Street	Beacon Street
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	31	202	2	39	399	36	9	31	55	61	36	58
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	L	TR		L	TR		LTR			LTR		
Flow Rate, v (veh/h)	34	222		42	473		103			168		
Percent Heavy Vehicles	2	2		2	2		2			2		
Initial Departure Headway, h_d (s)	3.20	3.20		3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.030	0.197		0.038	0.420		0.092			0.150		
Final Departure Headway, h_d (s)	6.59	6.07		6.26	5.70		6.01			6.02		
Final Degree of Utilization, x	0.062	0.374		0.074	0.748		0.172			0.282		
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.0			2.0		
Service Time, t_s (s)	4.29	3.77		3.96	3.40		4.01			4.02		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	L	TR		L	TR		LTR			LTR		
Flow Rate, v (veh/h)	34	222		42	473		103			168		
Capacity (veh/h)	546	593		575	632		599			598		
95% Queue Length, Q_{95} (veh)	0.2	1.8		0.2	8.1		0.6			1.2		
95% Queue Length, Q_{95} (ft)	5.1	45.7		5.1	205.7		15.2			30.5		
Control Delay (s/veh)	9.7	12.4		9.5	24.7		10.3			11.4		
Level of Service, LOS	A	B		A	C		B			B		
Approach Delay (s/veh) LOS	12.0	B		23.5	C		10.3	B		11.4	B	
Intersection Delay (s/veh) LOS	17.4						C					

HCS Roundabouts Report

General Information

Analyst	DJ&A
Agency or Co.	
Date Performed	9/09/2025
Analysis Year	2029
Time Analyzed	7:45 AM
Project Description	Opening Year No Project AM Volumes



Site Information

Intersection	Bosque Street and Cadence...
E/W Street Name	Cadence Street
N/S Street Name	Bosque Street
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.92
Jurisdiction	Irvine

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	1	11	299	5	4	360	381	41	0	1	58	378	0	57	105	67
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v _{PCE}), pc/h	1	12	335	6	4	403	427	46	0	1	65	423	0	64	118	75
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		354			880			489			257	
Entry Volume, veh/h		344			854			475			250	
Circulating Flow (v _c), pc/h	589			79			416			836		
Exiting Flow (v _{ex}), pc/h	826			504			123			527		
Capacity (C _{PCE}), pc/h		757			1273			903			588	
Capacity (c), veh/h		735			1236			877			571	
v/c Ratio (x)		0.47			0.69			0.54			0.44	

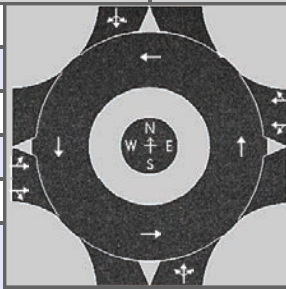
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		11.5			12.8			11.6			13.4	
Lane LOS		B			B			B			B	
95% Queue Length, Q ₉₅ (veh)		2.6			6.5			3.5			2.3	
95% Queue Length, Q ₉₅ (ft)		66.6			166.4			89.6			58.9	
Approach Delay, s/veh LOS	11.5		B	12.8		B	11.6		B	13.4		B
Intersection Delay, s/veh LOS	12.4 ^{A-63}						B					

HCS Roundabouts Report

General Information

Analyst	DJ&A
Agency or Co.	
Date Performed	9/09/2025
Analysis Year	2029
Time Analyzed	7:45 AM
Project Description	Opening Year No Project AM Volumes



Site Information

Intersection	Bosque Street and Great Par...
E/W Street Name	Great Park Boulevard
N/S Street Name	Bosque Street
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.92
Jurisdiction	Irvine

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	
Lane Assignment	LT		TR		LT		TR		LTR				LTR				
Volume (V), veh/h	4	377	43	7	3	5	29	14	0	3	0	1	2	37	0	379	
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Flow Rate (v _{pc}), pc/h	4	422	48	8	3	6	32	16	0	3	0	1	2	41	0	424	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1				1				1				
Pedestrians Crossing, p/h	0				0				0				0				
Proportion of CAVs, %	0																

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.5436	4.5436		4.5436	4.5436			4.9763			4.9763	
Follow-Up Headway, s	2.5352	2.5352		2.5352	2.5352			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h	426	56		27	30			4			467	
Entry Volume, veh/h	414	54		26	29			4			453	
Circulating Flow (v _c), pc/h	52			431			520			48		
Exiting Flow (v _{ex}), pc/h	93			463			440			14		
Capacity (C _{pc}), pc/h	1354	1354		959	959			812			1314	
Capacity (c), veh/h	1315	1315		931	931			788			1276	
v/c Ratio (x)	0.31	0.04		0.03	0.03			0.00			0.36	

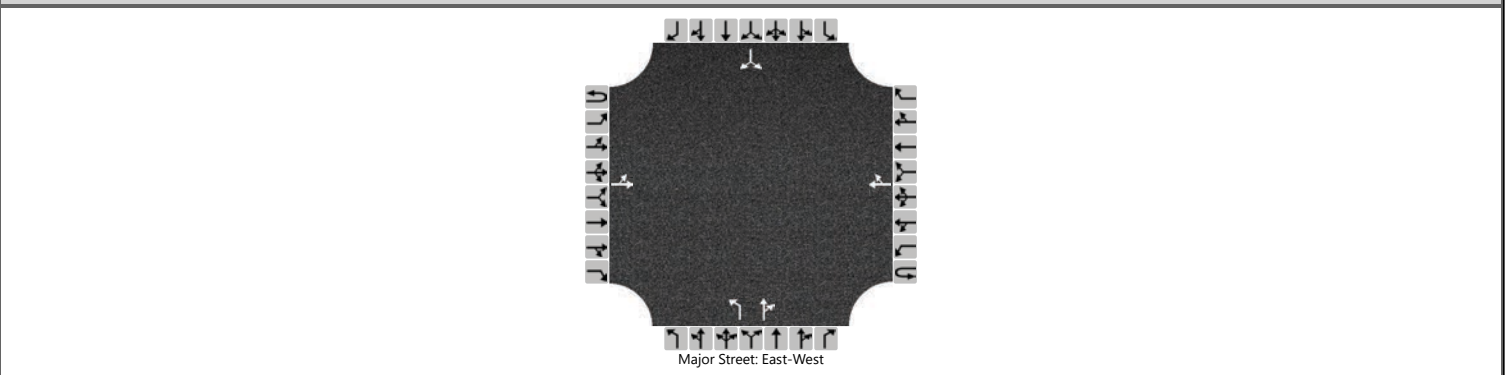
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	5.6	3.1		4.1	4.1			4.6			6.2	
Lane LOS	A	A		A	A			A			A	
95% Queue Length, Q ₉₅ (veh)	1.4	0.1		0.1	0.1			0.0			1.6	
95% Queue Length, Q ₉₅ (ft)	35.8	2.6		2.6	2.6			0.0			41.0	
Approach Delay, s/veh LOS	5.3		A	4.1		A	4.6		A	6.2		A
Intersection Delay, s/veh LOS	5.6 A-64						A					

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DJ&A			Intersection	Beacon Exit Dwy 1 and Benchmark		
Agency/Co.				Jurisdiction	Irvine		
Date Performed	9/09/2025			East/West Street	Benchmark Street		
Analysis Year	2029			North/South Street	Beacon Exit Dwy 1		
Time Analyzed	7:45 AM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	Opening Year No Project AM Volumes						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	1	1	0		0	1	0	
Configuration		LT						TR	L		TR				LR	
Volume (veh/h)		3	35				91	4	82	0	72		6		14	
Percent Heavy Vehicles (%)		3							3	3	3		3		3	
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1								7.1	6.5	6.2		7.1		6.2
Critical Headway (sec)		4.13								7.13	6.53	6.23		7.13		6.23
Base Follow-Up Headway (sec)		2.2								3.5	4.0	3.3		3.5		3.3
Follow-Up Headway (sec)		2.23								3.53	4.03	3.33		3.53		3.33

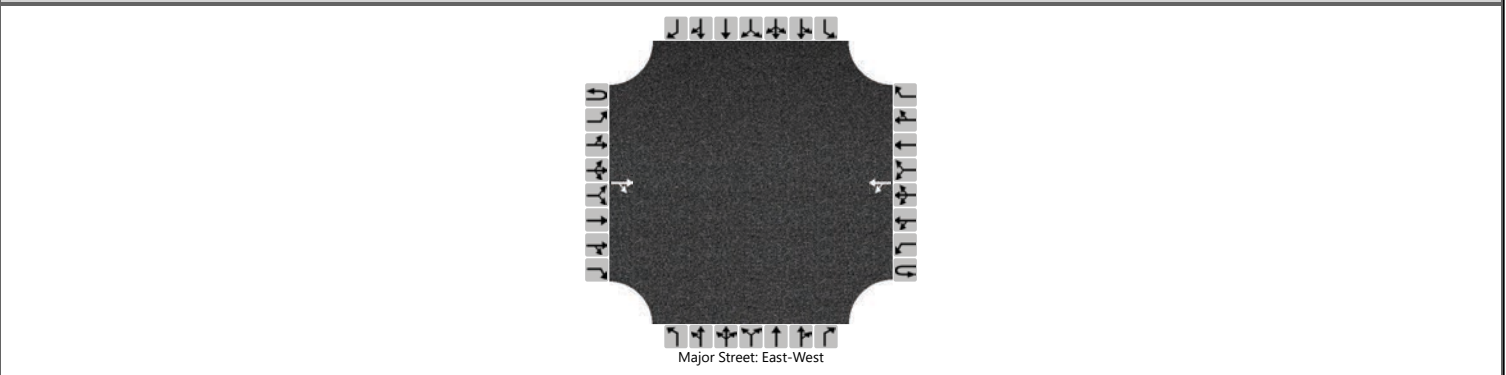
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3								89		78			22		
Capacity, c (veh/h)		1482								797		1031			865		
v/c Ratio		0.00								0.11		0.08			0.03		
95% Queue Length, Q ₉₅ (veh)		0.0								0.4		0.2			0.1		
95% Queue Length, Q ₉₅ (ft)		0.0								10.2		5.1			2.6		
Control Delay (s/veh)		7.4	0.0							10.1		8.8			9.3		
Level of Service (LOS)		A	A							B		A			A		
Approach Delay (s/veh)		0.6								9.5				9.3			
Approach LOS		A								A				A			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DJ&A			Intersection	Beacon Entrance Dwy 2 & Benchmark Street		
Agency/Co.				Jurisdiction	Irvine		
Date Performed	9/09/2025			East/West Street	Benchmark Street		
Analysis Year	2029			North/South Street	Beacon Entrance Dwy 2		
Time Analyzed	7:30 AM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	Opening Year No Project AM Volumes						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	0	0	
Configuration				TR		LT										
Volume (veh/h)			43	125		47	136									
Percent Heavy Vehicles (%)						3										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.13										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.23										

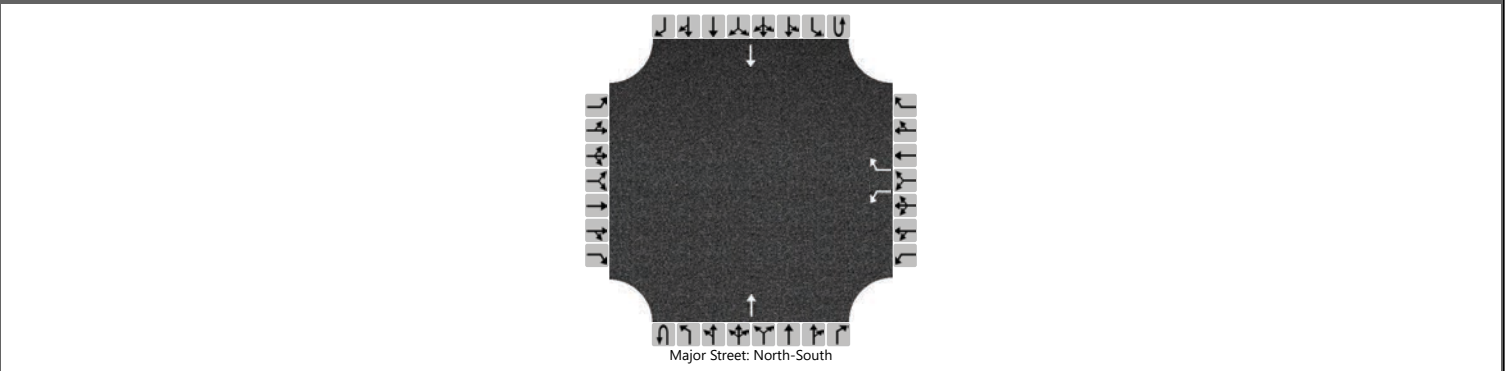
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						51										
Capacity, c (veh/h)						1386										
v/c Ratio						0.04										
95% Queue Length, Q ₉₅ (veh)						0.1										
95% Queue Length, Q ₉₅ (ft)						2.6										
Control Delay (s/veh)						7.7	0.3									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					2.2											
Approach LOS					A											

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DJ&A	Intersection	Cultivate & Beacon Exit Dwy 3
Agency/Co.		Jurisdiction	Irvine
Date Performed	9/09/2025	East/West Street	Beacon Exit Dwy 3
Analysis Year	2029	North/South Street	Cultivate Street
Time Analyzed	8:00 AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	Opening Year No Project AM Volumes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1		0	1	0		0	1	0
Configuration						L		R			T				T	
Volume (veh/h)						72		51			22					33
Percent Heavy Vehicles (%)						3		3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2								
Critical Headway (sec)						6.43		6.23								
Base Follow-Up Headway (sec)						3.5		3.3								
Follow-Up Headway (sec)						3.53		3.33								

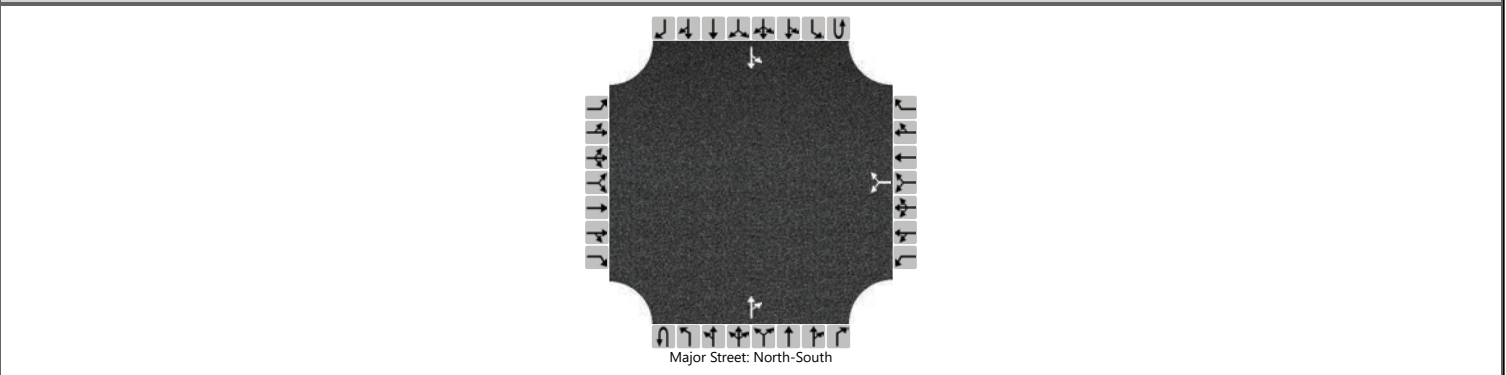
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						78		55								
Capacity, c (veh/h)						944		1050								
v/c Ratio						0.08		0.05								
95% Queue Length, Q ₉₅ (veh)						0.3		0.2								
95% Queue Length, Q ₉₅ (ft)						7.7		5.1								
Control Delay (s/veh)						9.2		8.6								
Level of Service (LOS)						A		A								
Approach Delay (s/veh)					8.9											
Approach LOS					A											

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DJ&A	Intersection	Cultivate Street & Beacon Dwy 4
Agency/Co.		Jurisdiction	Irvine
Date Performed	9/09/2025	East/West Street	Beacon Dwy 4
Analysis Year	2029	North/South Street	Cultivate Street
Time Analyzed	7:30 AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	Opening Year No Project AM Volumes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						1		0			25	35		21	83	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

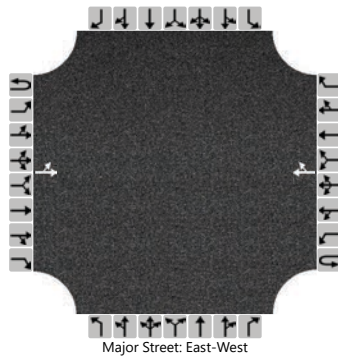
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1								23		
Capacity, c (veh/h)						792								1530		
v/c Ratio						0.00								0.01		
95% Queue Length, Q ₉₅ (veh)						0.0								0.0		
95% Queue Length, Q ₉₅ (ft)						0.0								0.0		
Control Delay (s/veh)						9.5								7.4	0.1	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)					9.5								1.6			
Approach LOS					A								A			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DJ&A			Intersection	Beacon Entrance Dwy 5 and Paramount		
Agency/Co.				Jurisdiction	Irvine		
Date Performed	9/09/2025			East/West Street	Paramount Street		
Analysis Year	2029			North/South Street	Beacon Entrance Dwy 5		
Time Analyzed	7:45 AM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	Opening Year No Project AM Volumes						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	0	0	
Configuration		LT						TR								
Volume (veh/h)		8	56				46	96								
Percent Heavy Vehicles (%)		3														
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														
Critical Headway (sec)		4.13														
Base Follow-Up Headway (sec)		2.2														
Follow-Up Headway (sec)		2.23														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9														
Capacity, c (veh/h)		1420														
v/c Ratio		0.01														
95% Queue Length, Q ₉₅ (veh)		0.0														
95% Queue Length, Q ₉₅ (ft)		0.0														
Control Delay (s/veh)		7.6	0.0													
Level of Service (LOS)		A	A													
Approach Delay (s/veh)		1.0														
Approach LOS		A														



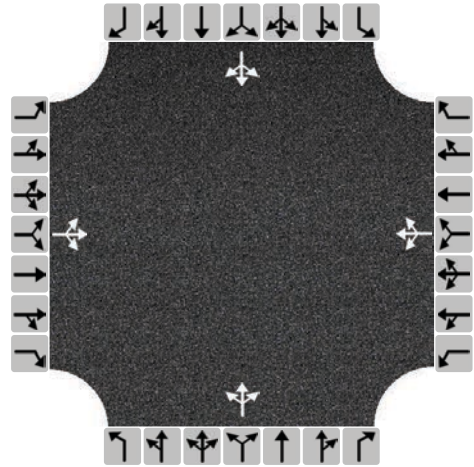
Appendix D— Intersection Analysis Reports [2025 With Project]

HCS All-Way Stop Control Report

General and Site Information

Analyst	DJ&A
Agency/Co.	
Date Performed	9/09/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	7:45 AM
Project Description	Existing with Project AM Volumes
Intersection	Beacon Street and Benchmark Street
Jurisdiction	Irvine
East/West Street	Benchmark Street
North/South Street	Beacon Street
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	48	46	29	30	57	16	28	36	45	14	68	43
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	134			112			118			136		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.119			0.100			0.105			0.121		
Final Departure Headway, h_d (s)	4.61			4.66			4.49			4.49		
Final Degree of Utilization, x	0.171			0.145			0.148			0.169		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.61			2.66			2.49			2.49		

Capacity, Delay and Level of Service

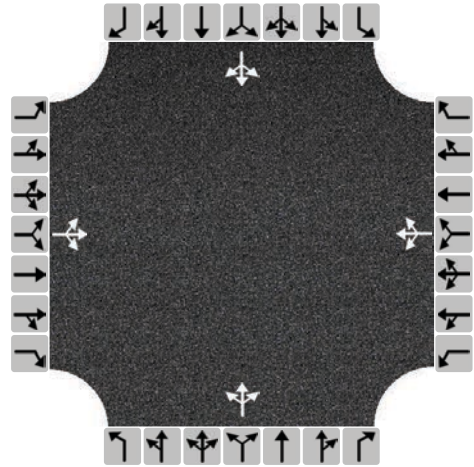
Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	134			112			118			136		
Capacity (veh/h)	781			772			801			802		
95% Queue Length, Q_{95} (veh)	0.6			0.5			0.5			0.6		
95% Queue Length, Q_{95} (ft)	15.2			12.7			12.7			15.2		
Control Delay (s/veh)	8.6			8.5			8.3			8.4		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	8.6		A	8.5		A	8.3		A	8.4		A
Intersection Delay (s/veh) LOS	8.4						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	DJ&A
Agency/Co.	
Date Performed	9/09/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	7:45 AM
Project Description	Existing with Project AM Volumes
Intersection	Beacon Street & Paramount Street
Jurisdiction	Irvine
East/West Street	Paramount Street
North/South Street	Beacon Street
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	30	15	34	3	38	4	100	58	5	5	65	56
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	86			49			177			137		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.076			0.043			0.157			0.122		
Final Departure Headway, h_d (s)	4.53			4.72			4.51			4.20		
Final Degree of Utilization, x	0.108			0.064			0.222			0.160		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.53			2.72			2.51			2.20		

Capacity, Delay and Level of Service

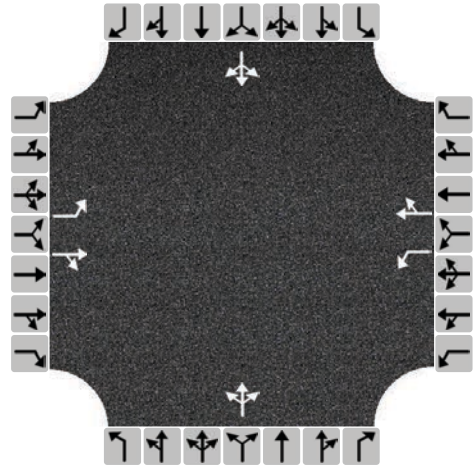
Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	86			49			177			137		
Capacity (veh/h)	795			763			798			857		
95% Queue Length, Q_{95} (veh)	0.4			0.2			0.9			0.6		
95% Queue Length, Q_{95} (ft)	10.2			5.1			22.9			15.2		
Control Delay (s/veh)	8.1			8.0			8.8			8.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	8.1		A	8.0		A	8.8		A	8.0		A
Intersection Delay (s/veh) LOS	8.3						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	DJ&A
Agency/Co.	
Date Performed	9/09/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	7:45 AM
Project Description	Existing with Project AM Volumes
Intersection	Beacon Street & Cadence Street
Jurisdiction	Irvine
East/West Street	Cadence Street
North/South Street	Beacon Street
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	30	194	2	37	383	128	9	30	53	87	35	56
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	L	TR		L	TR		LTR			LTR		
Flow Rate, v (veh/h)	33	213		40	555		100			193		
Percent Heavy Vehicles	2	2		2	2		2			2		
Initial Departure Headway, h_d (s)	3.20	3.20		3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.029	0.189		0.036	0.494		0.089			0.172		
Final Departure Headway, h_d (s)	6.84	6.32		6.39	5.70		6.32			6.28		
Final Degree of Utilization, x	0.062	0.374		0.071	0.880		0.176			0.338		
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.0			2.0		
Service Time, t_s (s)	4.54	4.02		4.09	3.40		4.32			4.28		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	L	TR		L	TR		LTR			LTR		
Flow Rate, v (veh/h)	33	213		40	555		100			193		
Capacity (veh/h)	526	569		564	631		569			573		
95% Queue Length, Q_{95} (veh)	0.2	1.8		0.2	15.6		0.6			1.5		
95% Queue Length, Q_{95} (ft)	5.1	45.7		5.1	396.2		15.2			38.1		
Control Delay (s/veh)	10.0	12.8		9.6	44.2		10.7			12.5		
Level of Service, LOS	A	B		A	E		B			B		
Approach Delay (s/veh) LOS	12.4	B		41.8	E		10.7	B		12.5	B	
Intersection Delay (s/veh) LOS	27.7						D					

HCS Roundabouts Report

General Information

Analyst	DJ&A
Agency or Co.	
Date Performed	9/09/2025
Analysis Year	2025
Time Analyzed	7:45 AM
Project Description	Existing with Project AM Volumes



Site Information

Intersection	Bosque Street and Cadence...
E/W Street Name	Cadence Street
N/S Street Name	Bosque Street
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.92
Jurisdiction	Irvine

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	1	11	287	33	4	346	366	39	0	94	56	363	0	55	101	64
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v _{pc}), pc/h	1	12	321	37	4	387	410	44	0	105	63	406	0	62	113	72
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		371			845			574			247	
Entry Volume, veh/h		360			820			557			240	
Circulating Flow (v _c), pc/h	566			181			400			907		
Exiting Flow (v _{ex}), pc/h	793			588			119			537		
Capacity (C _{pc}), pc/h		775			1147			918			547	
Capacity (c), veh/h		752			1114			891			531	
v/c Ratio (x)		0.48			0.74			0.63			0.45	

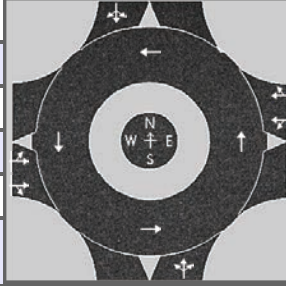
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		11.6			15.8			13.9			14.6	
Lane LOS		B			C			B			B	
95% Queue Length, Q ₉₅ (veh)		2.7			8.0			4.9			2.4	
95% Queue Length, Q ₉₅ (ft)		69.1			204.8			125.4			61.4	
Approach Delay, s/veh LOS	11.6		B	15.8		C	13.9		B	14.6		B
Intersection Delay, s/veh LOS	14.3 ^{A-74}						B					

HCS Roundabouts Report

General Information

Analyst	DJ&A
Agency or Co.	
Date Performed	9/09/2025
Analysis Year	2025
Time Analyzed	7:45 AM
Project Description	Existing with Project AM Volumes



Site Information

Intersection	Bosque Street and Great Par...
E/W Street Name	Great Park Boulevard
N/S Street Name	Bosque Street
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.92
Jurisdiction	Irvine

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0
Lane Assignment	LT		TR		LT		TR		LTR		LTR		LTR		LTR	
Volume (V), veh/h	4	362	41	7	3	5	28	106	0	3	0	1	2	64	0	364
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v _{PCE}), pc/h	4	405	46	8	3	6	31	119	0	3	0	1	2	72	0	408
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.5436	4.5436		4.5436	4.5436			4.9763			4.9763	
Follow-Up Headway, s	2.5352	2.5352		2.5352	2.5352			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h	409	54		40	119			4			482	
Entry Volume, veh/h	397	52		39	116			4			468	
Circulating Flow (v _c), pc/h	83			414			532			47		
Exiting Flow (v _{ex}), pc/h	122			446			526			14		
Capacity (C _{PCE}), pc/h	1317	1317		974	974			802			1315	
Capacity (c), veh/h	1278	1278		946	946			779			1277	
v/c Ratio (x)	0.31	0.04		0.04	0.12			0.00			0.37	

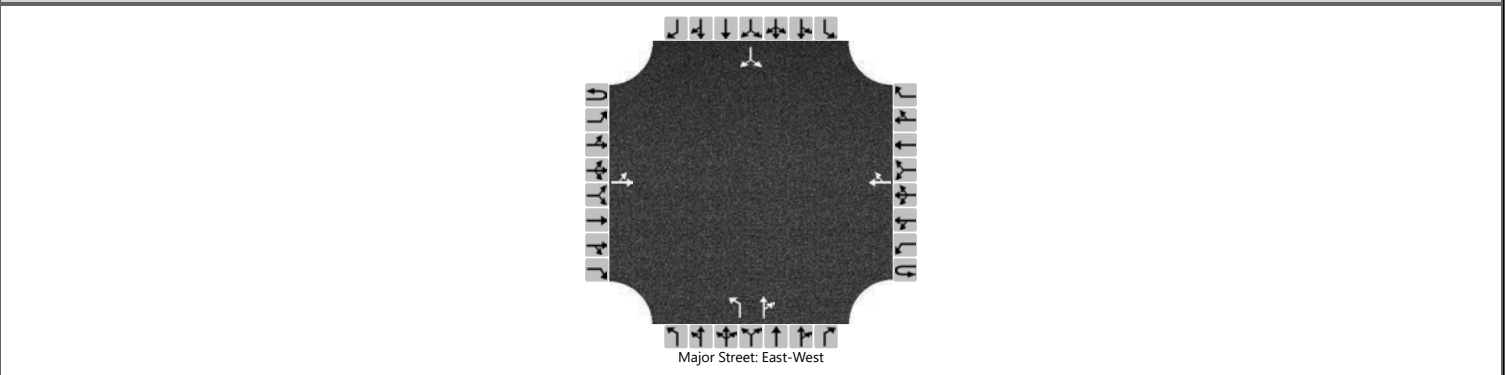
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	5.6	3.1		4.2	4.9			4.7			6.3	
Lane LOS	A	A		A	A			A			A	
95% Queue Length, Q ₉₅ (veh)	1.3	0.1		0.1	0.4			0.0			1.7	
95% Queue Length, Q ₉₅ (ft)	33.3	2.6		2.6	10.2			0.0			43.5	
Approach Delay, s/veh LOS	5.3		A	4.8		A	4.7		A	6.3		A
Intersection Delay, s/veh LOS	5.7 A-75						A					

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DJ&A			Intersection	Beacon Exit Dwy 1 and Benchmark		
Agency/Co.				Jurisdiction	Irvine		
Date Performed	9/09/2025			East/West Street	Benchmark Street		
Analysis Year	2025			North/South Street	Beacon Exit Dwy 1		
Time Analyzed	7:45 AM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	Existing with Project AM Volumes						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	1	1	0		0	1	0	
Configuration		LT						TR	L		TR				LR	
Volume (veh/h)		3	34				106	4	87	0	77		6		13	
Percent Heavy Vehicles (%)		3							3	3	3		3		3	
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1								7.1	6.5	6.2		7.1		6.2
Critical Headway (sec)		4.13								7.13	6.53	6.23		7.13		6.23
Base Follow-Up Headway (sec)		2.2								3.5	4.0	3.3		3.5		3.3
Follow-Up Headway (sec)		2.23								3.53	4.03	3.33		3.53		3.33

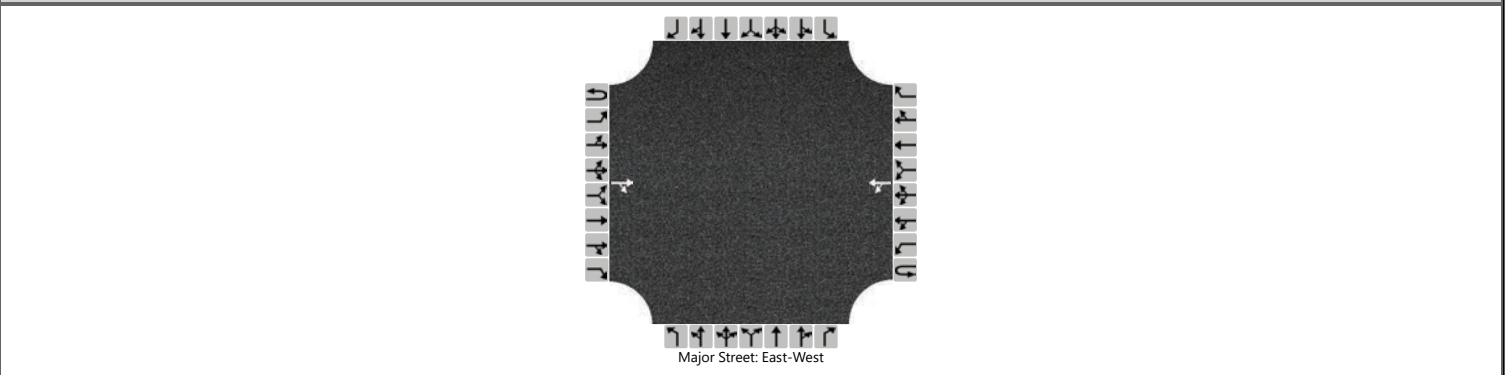
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3								95		84				21
Capacity, c (veh/h)		1462								780		1032				839
v/c Ratio		0.00								0.12		0.08				0.02
95% Queue Length, Q ₉₅ (veh)		0.0								0.4		0.3				0.1
95% Queue Length, Q ₉₅ (ft)		0.0								10.2		7.7				2.6
Control Delay (s/veh)		7.5	0.0							10.3		8.8				9.4
Level of Service (LOS)		A	A							B		A				A
Approach Delay (s/veh)	0.6								9.6				9.4			
Approach LOS	A								A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DJ&A	Intersection	Beacon Entrance Dwy 2 & Benchmark Street
Agency/Co.		Jurisdiction	Irvine
Date Performed	9/09/2025	East/West Street	Benchmark Street
Analysis Year	2025	North/South Street	Beacon Entrance Dwy 2
Time Analyzed	7:30 AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	Existing with Project AM Volumes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	0	0	
Configuration				TR		LT										
Volume (veh/h)			41	120		64	139									
Percent Heavy Vehicles (%)						3										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)							4.1									
Critical Headway (sec)							4.13									
Base Follow-Up Headway (sec)							2.2									
Follow-Up Headway (sec)							2.23									

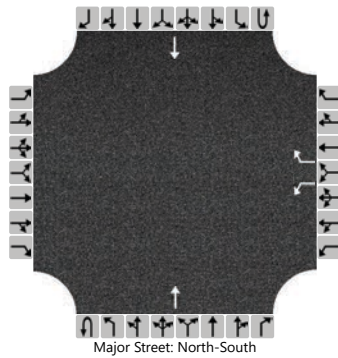
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							70									
Capacity, c (veh/h)							1395									
v/c Ratio							0.05									
95% Queue Length, Q ₉₅ (veh)							0.2									
95% Queue Length, Q ₉₅ (ft)							5.1									
Control Delay (s/veh)							7.7	0.4								
Level of Service (LOS)							A	A								
Approach Delay (s/veh)					2.7											
Approach LOS					A											

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DJ&A	Intersection	Cultivate & Beacon Exit Dwy 3
Agency/Co.		Jurisdiction	Irvine
Date Performed	9/09/2025	East/West Street	Beacon Exit Dwy 3
Analysis Year	2025	North/South Street	Cultivate Street
Time Analyzed	8:00 AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	Existing with Project AM Volumes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1		0	1	0		0	1	0
Configuration						L		R			T				T	
Volume (veh/h)						107		74			21					32
Percent Heavy Vehicles (%)						3		3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2								
Critical Headway (sec)						6.43		6.23								
Base Follow-Up Headway (sec)						3.5		3.3								
Follow-Up Headway (sec)						3.53		3.33								

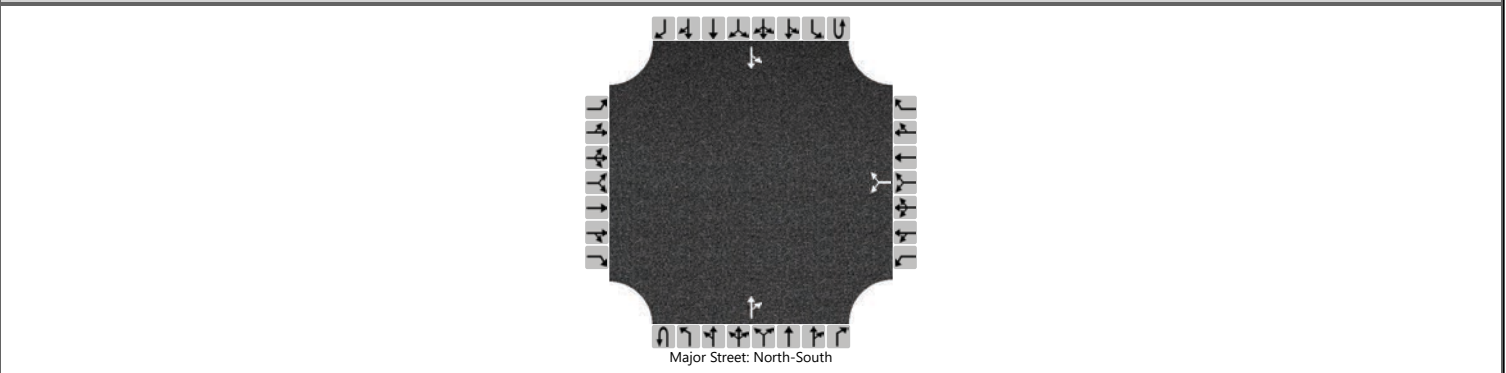
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						116		80								
Capacity, c (veh/h)						947		1051								
v/c Ratio						0.12		0.08								
95% Queue Length, Q ₉₅ (veh)						0.4		0.2								
95% Queue Length, Q ₉₅ (ft)						10.2		5.1								
Control Delay (s/veh)						9.3		8.7								
Level of Service (LOS)						A		A								
Approach Delay (s/veh)					9.1											
Approach LOS					A											

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DJ&A	Intersection	Cultivate Street & Beacon Dwy 4
Agency/Co.		Jurisdiction	Irvine
Date Performed	9/09/2025	East/West Street	Beacon Dwy 4
Analysis Year	2025	North/South Street	Cultivate Street
Time Analyzed	7:30 AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	Existing with Project AM Volumes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						1		0			24	34		20	100	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

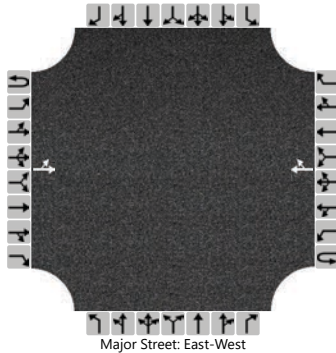
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1								22		
Capacity, c (veh/h)						778								1533		
v/c Ratio						0.00								0.01		
95% Queue Length, Q ₉₅ (veh)						0.0								0.0		
95% Queue Length, Q ₉₅ (ft)						0.0								0.0		
Control Delay (s/veh)						9.6								7.4	0.1	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)					9.6								1.3			
Approach LOS					A								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DJ&A	Intersection	Beacon Entrance Dwy 5 and Paramount
Agency/Co.		Jurisdiction	Irvine
Date Performed	9/09/2025	East/West Street	Paramount Street
Analysis Year	2025	North/South Street	Beacon Entrance Dwy 5
Time Analyzed	7:45 AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	Existing with Project AM Volumes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	0	0	
Configuration		LT						TR								
Volume (veh/h)		8	54				44	166								
Percent Heavy Vehicles (%)		3														
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														
Critical Headway (sec)		4.13														
Base Follow-Up Headway (sec)		2.2														
Follow-Up Headway (sec)		2.23														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9														
Capacity, c (veh/h)		1334														
v/c Ratio		0.01														
95% Queue Length, Q ₉₅ (veh)		0.0														
95% Queue Length, Q ₉₅ (ft)		0.0														
Control Delay (s/veh)		7.7	0.1													
Level of Service (LOS)		A	A													
Approach Delay (s/veh)		1.0														
Approach LOS		A														



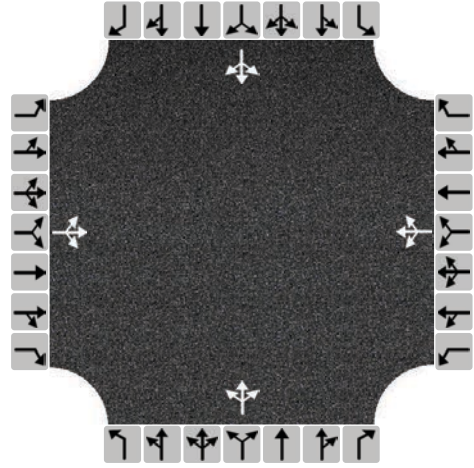
Appendix E—Intersection Analysis Reports [2029 With Project]

HCS All-Way Stop Control Report

General and Site Information

Analyst	DJ&A
Agency/Co.	
Date Performed	9/09/2025
Analysis Year	2029
Analysis Time Period (hrs)	1.00
Time Analyzed	7:45 AM
Project Description	Opening Year with Project AM Volumes
Intersection	Beacon Street and Benchmark Street
Jurisdiction	Irvine
East/West Street	Benchmark Street
North/South Street	Beacon Street
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	50	48	30	31	59	17	28	37	47	15	71	45
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	139			116			122			142		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.124			0.103			0.108			0.127		
Final Departure Headway, h_d (s)	4.64			4.69			4.53			4.52		
Final Degree of Utilization, x	0.179			0.152			0.153			0.179		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.64			2.69			2.53			2.52		

Capacity, Delay and Level of Service

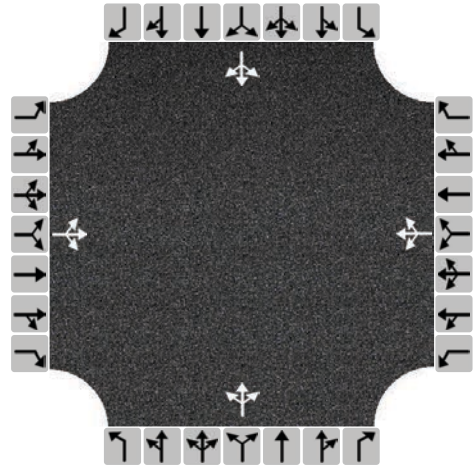
Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	139			116			122			142		
Capacity (veh/h)	776			767			795			796		
95% Queue Length, Q_{95} (veh)	0.7			0.5			0.5			0.7		
95% Queue Length, Q_{95} (ft)	17.8			12.7			12.7			17.8		
Control Delay (s/veh)	8.7			8.5			8.3			8.5		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	8.7		A	8.5		A	8.3		A	8.5		A
Intersection Delay (s/veh) LOS	8.5						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	DJ&A
Agency/Co.	
Date Performed	9/09/2025
Analysis Year	2029
Analysis Time Period (hrs)	1.00
Time Analyzed	7:45 AM
Project Description	Opening Year with Project AM Volumes
Intersection	Beacon Street & Paramount Street
Jurisdiction	Irvine
East/West Street	Paramount Street
North/South Street	Beacon Street
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	31	16	35	3	40	4	101	60	5	5	67	58
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	89			51			180			141		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.079			0.045			0.160			0.126		
Final Departure Headway, h_d (s)	4.55			4.74			4.53			4.22		
Final Degree of Utilization, x	0.113			0.067			0.227			0.166		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.55			2.74			2.53			2.22		

Capacity, Delay and Level of Service

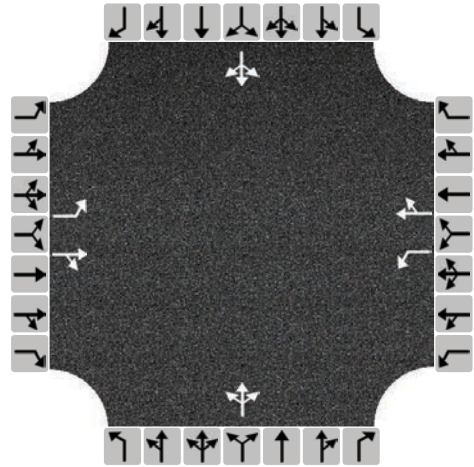
Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	89			51			180			141		
Capacity (veh/h)	790			759			795			853		
95% Queue Length, Q_{95} (veh)	0.4			0.2			0.9			0.6		
95% Queue Length, Q_{95} (ft)	10.2			5.1			22.9			15.2		
Control Delay (s/veh)	8.1			8.1			8.9			8.1		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	8.1		A	8.1		A	8.9		A	8.1		A
Intersection Delay (s/veh) LOS	8.4						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	DJ&A
Agency/Co.	
Date Performed	9/09/2025
Analysis Year	2029
Analysis Time Period (hrs)	1.00
Time Analyzed	7:45 AM
Project Description	Opening Year with Project AM Volumes
Intersection	Beacon Street & Cadence Street
Jurisdiction	Irvine
East/West Street	Cadence Street
North/South Street	Beacon Street
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	31	202	2	39	399	129	9	31	55	89	36	58
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	L	TR		L	TR		LTR			LTR		
Flow Rate, v (veh/h)	34	222		42	574		103			199		
Percent Heavy Vehicles	2	2		2	2		2			2		
Initial Departure Headway, h _d (s)	3.20	3.20		3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.030	0.197		0.038	0.510		0.092			0.177		
Final Departure Headway, h _d (s)	6.94	6.42		6.46	5.78		6.46			6.40		
Final Degree of Utilization, x	0.065	0.396		0.076	0.921		0.185			0.353		
Move-Up Time, m (s)	2.3	2.3		2.3	2.3		2.0			2.0		
Service Time, t _s (s)	4.64	4.12		4.16	3.48		4.46			4.40		

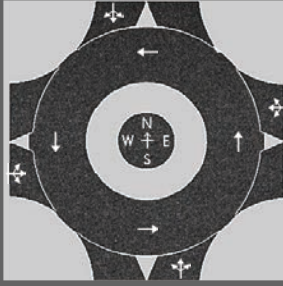
Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	L	TR		L	TR		LTR			LTR		
Flow Rate, v (veh/h)	34	222		42	574		103			199		
Capacity (veh/h)	519	560		557	623		558			563		
95% Queue Length, Q ₉₅ (veh)	0.2	1.9		0.2	19.5		0.7			1.6		
95% Queue Length, Q ₉₅ (ft)	5.1	48.3		5.1	495.3		17.8			40.6		
Control Delay (s/veh)	10.1	13.3		9.7	58.4		10.9			12.9		
Level of Service, LOS	B	B		A	F		B			B		
Approach Delay (s/veh) LOS	12.9	B		55.0	F		10.9	B		12.9	B	
Intersection Delay (s/veh) LOS	34.8						D					

HCS Roundabouts Report

General Information

Analyst	DJ&A
Agency or Co.	
Date Performed	9/09/2025
Analysis Year	2029
Time Analyzed	7:45 AM
Project Description	Opening Year with Project AM Volumes



Site Information

Intersection	Bosque Street and Cadence...
E/W Street Name	Cadence Street
N/S Street Name	Bosque Street
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.92
Jurisdiction	Irvine

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	1	11	299	33	4	360	381	41	0	94	58	378	0	57	105	67
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v _{pc}), pc/h	1	12	335	37	4	403	427	46	0	105	65	423	0	64	118	75
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		385			880			593			257	
Entry Volume, veh/h		374			854			576			250	
Circulating Flow (v _c), pc/h	589			183			416			940		
Exiting Flow (v _{ex}), pc/h	826			608			123			558		
Capacity (C _{pc}), pc/h		757			1145			903			529	
Capacity (c), veh/h		735			1112			877			514	
v/c Ratio (x)		0.51			0.77			0.66			0.49	

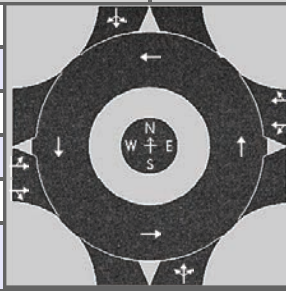
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		12.5			17.6			15.2			16.0	
Lane LOS		B			C			C			C	
95% Queue Length, Q ₉₅ (veh)		3.1			9.3			5.5			2.8	
95% Queue Length, Q ₉₅ (ft)		79.4			238.1			140.8			71.7	
Approach Delay, s/veh LOS	12.5		B	17.6		C	15.2		C	16.0		C
Intersection Delay, s/veh LOS	15.8 ^{A-85}						C					

HCS Roundabouts Report

General Information

Analyst	DJ&A
Agency or Co.	
Date Performed	9/09/2025
Analysis Year	2029
Time Analyzed	7:45 AM
Project Description	Opening Year with Project AM Volumes



Site Information

Intersection	Bosque Street and Great Par...
E/W Street Name	Great Park Boulevard
N/S Street Name	Bosque Street
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.92
Jurisdiction	Irvine

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0
Lane Assignment	LT		TR		LT		TR		LTR		LTR		LTR		LTR	
Volume (V), veh/h	4	377	43	7	3	5	29	106	0	3	0	1	2	65	0	379
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v _{pc}), pc/h	4	422	48	8	3	6	32	119	0	3	0	1	2	73	0	424
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.5436	4.5436		4.5436	4.5436			4.9763			4.9763	
Follow-Up Headway, s	2.5352	2.5352		2.5352	2.5352			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h	426	56		41	119			4			499	
Entry Volume, veh/h	414	54		40	116			4			484	
Circulating Flow (v _c), pc/h	84			431			552			48		
Exiting Flow (v _{ex}), pc/h	125			463			543			14		
Capacity (C _{pc}), pc/h	1316	1316		959	959			786			1314	
Capacity (c), veh/h	1277	1277		931	931			763			1276	
v/c Ratio (x)	0.32	0.04		0.04	0.12			0.01			0.38	

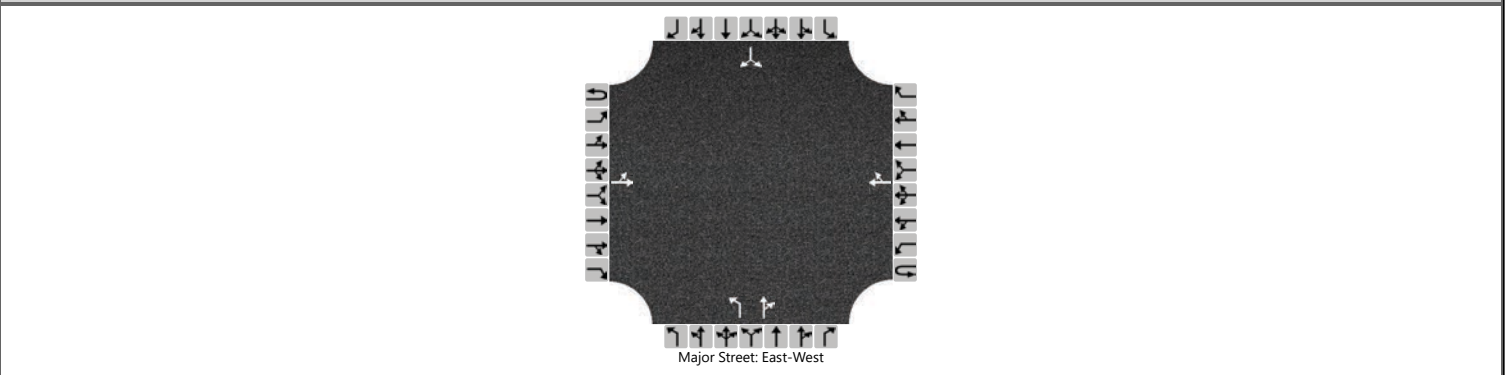
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	5.8	3.2		4.3	5.0			4.8			6.4	
Lane LOS	A	A		A	A			A			A	
95% Queue Length, Q ₉₅ (veh)	1.4	0.1		0.1	0.4			0.0			1.8	
95% Queue Length, Q ₉₅ (ft)	35.8	2.6		2.6	10.2			0.0			46.1	
Approach Delay, s/veh LOS	5.5		A	4.8		A	4.8		A	6.4		A
Intersection Delay, s/veh LOS	5.8 A-86						A					

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DJ&A			Intersection	Beacon Exit Dwy 1 and Benchmark		
Agency/Co.				Jurisdiction	Irvine		
Date Performed	9/09/2025			East/West Street	Benchmark Street		
Analysis Year	2029			North/South Street	Beacon Exit Dwy 1		
Time Analyzed	7:45 AM			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	Opening Year with Project AM Volumes						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	1	1	0		0	1	0	
Configuration		LT						TR	L		TR				LR	
Volume (veh/h)		3	35				109	4	90	0	80		6		14	
Percent Heavy Vehicles (%)		3							3	3	3		3		3	
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1								7.1	6.5	6.2		7.1		6.2
Critical Headway (sec)		4.13								7.13	6.53	6.23		7.13		6.23
Base Follow-Up Headway (sec)		2.2								3.5	4.0	3.3		3.5		3.3
Follow-Up Headway (sec)		2.23								3.53	4.03	3.33		3.53		3.33

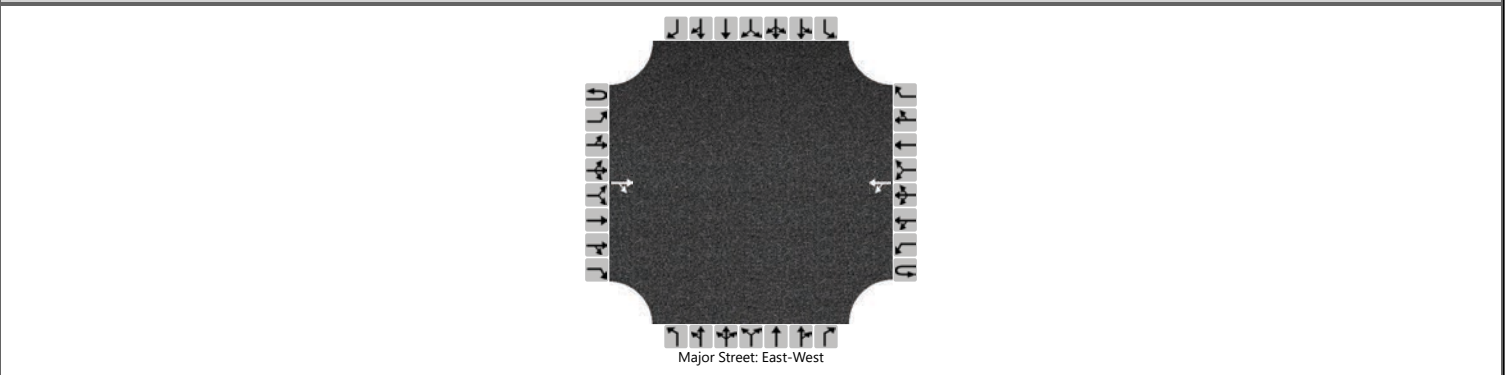
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3								98		87			22	
Capacity, c (veh/h)		1458								773		1031			837	
v/c Ratio		0.00								0.13		0.08			0.03	
95% Queue Length, Q ₉₅ (veh)		0.0								0.4		0.3			0.1	
95% Queue Length, Q ₉₅ (ft)		0.0								10.2		7.7			2.6	
Control Delay (s/veh)		7.5	0.0							10.3		8.8			9.4	
Level of Service (LOS)		A	A							B		A			A	
Approach Delay (s/veh)	0.6								9.6				9.4			
Approach LOS	A								A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DJ&A	Intersection	Beacon Entrance Dwy 2 & Benchmark Street
Agency/Co.		Jurisdiction	Irvine
Date Performed	9/09/2025	East/West Street	Benchmark Street
Analysis Year	2029	North/South Street	Beacon Entrance Dwy 2
Time Analyzed	7:30 AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	Opening Year with Project AM Volumes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9	10	11	12		
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
Configuration				TR			LT									
Volume (veh/h)			43	125			65	144								
Percent Heavy Vehicles (%)							3									
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.13										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.23										

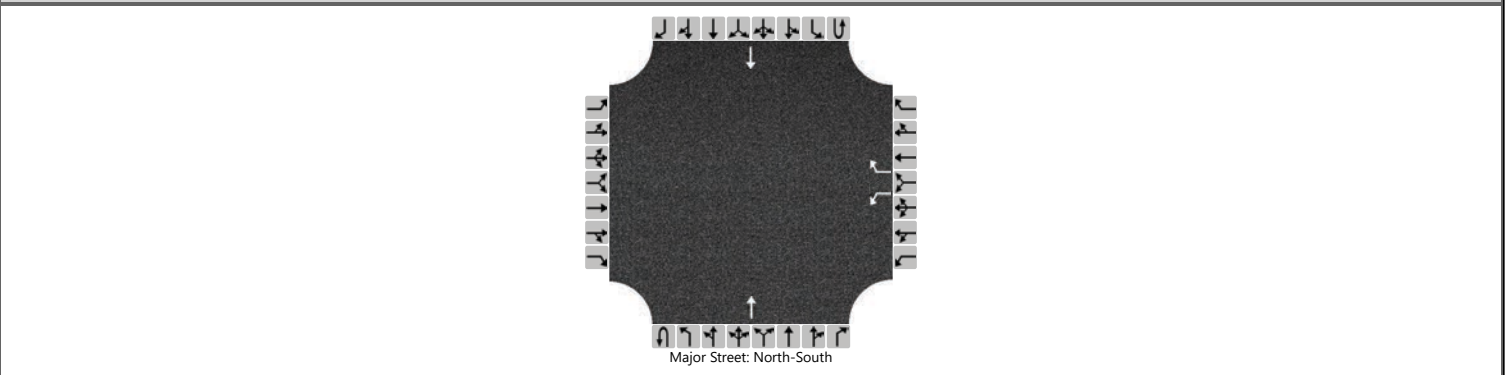
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						71										
Capacity, c (veh/h)						1386										
v/c Ratio						0.05										
95% Queue Length, Q ₉₅ (veh)						0.2										
95% Queue Length, Q ₉₅ (ft)						5.1										
Control Delay (s/veh)						7.7	0.4									
Level of Service (LOS)						A	A									
Approach Delay (s/veh)					2.7											
Approach LOS					A											

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DJ&A	Intersection	Cultivate & Beacon Exit Dwy 3
Agency/Co.		Jurisdiction	Irvine
Date Performed	9/09/2025	East/West Street	Beacon Exit Dwy 3
Analysis Year	2029	North/South Street	Cultivate Street
Time Analyzed	8:00 AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	Opening Year with Project AM Volumes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1		0	1	0		0	1	0
Configuration						L		R			T				T	
Volume (veh/h)						110		76			22					33
Percent Heavy Vehicles (%)						3		3								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2								
Critical Headway (sec)						6.43		6.23								
Base Follow-Up Headway (sec)						3.5		3.3								
Follow-Up Headway (sec)						3.53		3.33								

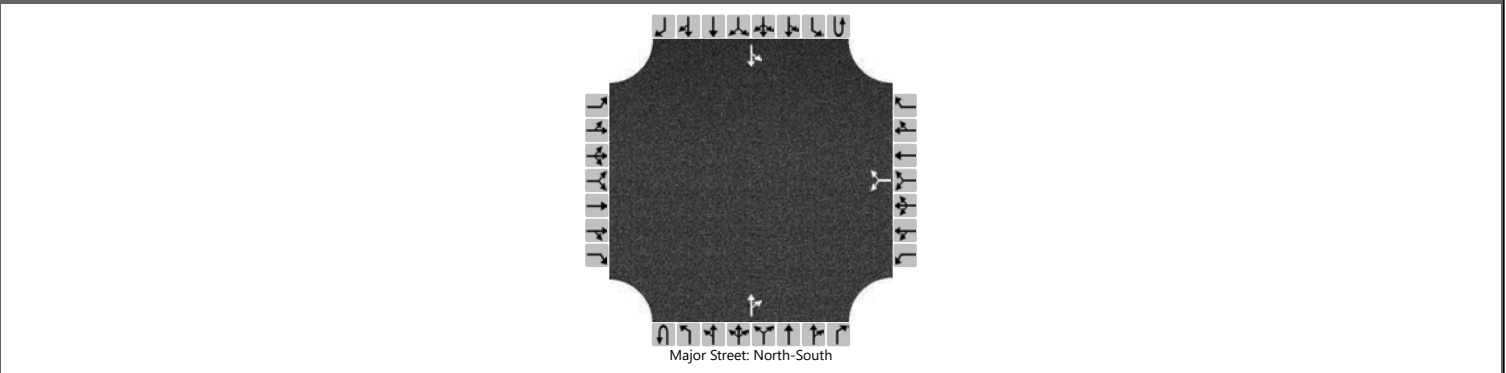
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						120		83								
Capacity, c (veh/h)						944		1050								
v/c Ratio						0.13		0.08								
95% Queue Length, Q ₉₅ (veh)						0.4		0.3								
95% Queue Length, Q ₉₅ (ft)						10.2		7.7								
Control Delay (s/veh)						9.4		8.7								
Level of Service (LOS)						A		A								
Approach Delay (s/veh)					9.1											
Approach LOS					A											

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DJ&A	Intersection	Cultivate Street & Beacon Dwy 4
Agency/Co.		Jurisdiction	Irvine
Date Performed	9/09/2025	East/West Street	Beacon Dwy 4
Analysis Year	2029	North/South Street	Cultivate Street
Time Analyzed	7:30 AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	Opening Year with Project AM Volumes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						1		0			25	35		21	103	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

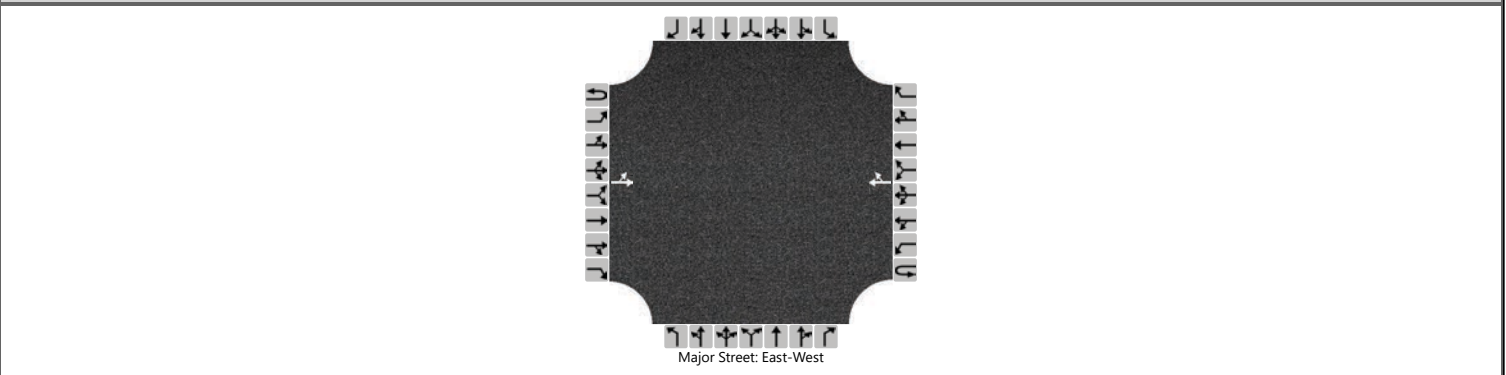
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1								23		
Capacity, c (veh/h)						770								1530		
v/c Ratio						0.00								0.01		
95% Queue Length, Q ₉₅ (veh)						0.0								0.0		
95% Queue Length, Q ₉₅ (ft)						0.0								0.0		
Control Delay (s/veh)						9.7								7.4	0.1	
Level of Service (LOS)						A								A	A	
Approach Delay (s/veh)					9.7								1.3			
Approach LOS					A								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DJ&A	Intersection	Beacon Entrance Dwy 5 and Paramount
Agency/Co.		Jurisdiction	Irvine
Date Performed	9/09/2025	East/West Street	Paramount Street
Analysis Year	2029	North/South Street	Beacon Entrance Dwy 5
Time Analyzed	7:45 AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description	Opening Year with Project AM Volumes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0		0	0	0	
Configuration		LT						TR								
Volume (veh/h)		8	56				46	170								
Percent Heavy Vehicles (%)		3														
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														
Critical Headway (sec)		4.13														
Base Follow-Up Headway (sec)		2.2														
Follow-Up Headway (sec)		2.23														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9														
Capacity, c (veh/h)		1327														
v/c Ratio		0.01														
95% Queue Length, Q ₉₅ (veh)		0.0														
95% Queue Length, Q ₉₅ (ft)		0.0														
Control Delay (s/veh)		7.7	0.1													
Level of Service (LOS)		A	A													
Approach Delay (s/veh)		1.0														
Approach LOS		A														

MSTA School Traffic Calculations

AM and PM Peak Traffic Estimates
(These numbers do not reflect peak hour traffic volumes)

School Name: _____

Type: **Typical Public with buses**

Version: 102816

AM Cars / Student	PM Cars / Student	Avg. Car Length	PM At one Time
36.56%	16.31%	22.19	45.50%
34.58%	14.10%	22.70	51.90%
9.20%	4.30%	24.42	55.71%

MSTA School Queue Input					Calculations					
Type School	Student Population	Number of Buses	Staff Members	Student Drivers	PM Total Vehicles	PM Peak Vehicles	Average Queue Length	Total AM Trips	Total PM Trips	High Demand Length
Elementary	1012				166	76	1676	740	332	30%
Middle	288	14	119		41	21	483	199	82	628
High		6	29							
							2159	939	414	2807

648

Elementary School Data									
AM Trips Generated					PM Trips Generated				
Direction	Parents	Buses	Staff	Trips	Parents	Buses	Staff	Trips	
IN	370			370	166			166	
OUT	370			370	166			166	
				AM Elementary Trips	740				
					PM Elementary Trips				332

Middle School Data									
AM Trips Generated					PM Trips Generated				
Direction	Parents	Buses	Staff	Trips	Parents	Buses	Staff	Trips	
IN	100			100	41			41	
OUT	100			100	41			41	
				AM Middle Trips	199				
					PM Middle Trips				82

AM Trips Generated					PM Trips Generated				
Direction	Parents	Buses	Staff	Trips	Parents	Buses	Staff	Trips	
IN									
OUT									
				AM High Trips	PM High Trips				
				All AM TRIPS	All PM TRIPS				
				In	In				
				Out	Out				
				Total	Total				
				470	207				
				470	207				
				939	414				

ADT
1072
281
1353

NOTES

- Average Queue Length does not include an alternative traffic pattern required for high traffic demand days which is usually 30% additional length.
- Average Queue Length does not include the Student Loading Zone.
- Peak traffic volumes at schools normally occur within a 30-minute time period. (Justifying a PHF of 0.5)