PLANNING COMMISSION AGENDA REPORT

MEETING DATE: MAY 14, 2018 **ITEM NUMBER:** PH-2

SUBJECT: PLANNING APPLICATION PA-17-11, A MASTER PLAN FOR THE FUTURE EXPANSION OF VANGUARD UNIVERSITY AT 55 FAIR DRIVE

DATE: MAY 3, 2018

FROM: PLANNING DIVISION/DEVELOPMENT SERVICES DEPARTMENT

PRESENTATION BY: MEL LEE, SENIOR PLANNER

FOR FURTHER INFORMATION CONTACT: MEL LEE, AICP (714) 754-5611
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DESCRIPTION

Planning Application 17-11 is a request for a Master Plan for the future expansion of the Vanguard University Campus. The proposed Master Plan establishes a comprehensive plan for future development at the University and is intended to supersede previous Master Plan approvals. It is anticipated that the Master Plan will accommodate up to 2,700 enrolled students (2,098 students are currently enrolled) and is comprised of at least 12 separate projects that involve the removal and/or reconstruction of buildings on the campus. The Master Plan establishes Development Areas and Development Guidelines for future buildings and related site improvements within a Master Plan framework. It is intended that the Development Areas and Development Guidelines remain fixed while allowing for the future development of buildings of various types, size and heights within these Areas, consistent with the Guidelines. The following buildings are included in the Vanguard University Campus Master Plan:

- **Project A:** Gym/Events Center—This project would replace the existing gymnasium and provides facilities for Vanguard's athletics program. The center court will also transform into an events center for the campus to gather during planned events. This facility removes parking (existing Lot K) that is internal to the campus. An outdoor space/quad will be created to the east of the facility, connecting this building to the campus core and improving pedestrian circulation.
- **Project B:** Student Center—This project would remove the existing Café and Cove/Bookstore on campus, replacing them with a Student Center. The development area for this facility includes the removal of parking lot L. The perimeter road that connects Vanguard Way to parking lot M will remain.
- **Project C:** Maintenance & Operations/Warehousing—This project relocates facilities for maintenance and operations to the southwest corner of the University. This will create a new access point to the campus for deliveries. Deliveries will enter from Vanguard Way, directly to the facility. Campus vehicles will distribute materials as needed throughout the campus.

- **Project D:** STEM & Kinesiology—This project would replace antiquated Science, Technology, Engineering, Math and Kinesiology facilities on campus. The project is planned in two phases within one development area along Newport Boulevard. Because of the location of the existing Smith Building, Phase 1 would ideally retain the facility, while Phase 2 would require the demolition of Smith Building. In addition to the academic facilities, limited parking and a service road will connect the North and South parking lots along Newport Boulevard. This project would remove parking lots E & F.
- **Project E:** Multi-Disciplinary Academic Building—This project would locate a new academic facility south of Scott Academic Center and west of Heath Academic Center. This project would replace existing modular offices and classrooms and provide permanent classrooms and offices.
- **Project F:** Learning Resource Center—This project would locate a new Learning Resource Center (LRC) along the south edge of the campus core. The new LRC would replace the existing library.
- **Project G:** Student Housing—This project would locate a Student Housing facility east of the new LRC. This facility could accommodate approximately 300 students depending on design and room size.
- **Project H:** Central Plant—This project would locate a central plant on campus. Depending upon further engineering studies, the following sites within the Institutional Areas would be considered: Project A (Gym/Events Center), Project B (Student Union), Project D (STEM & Kinesiology).
- **Project I:** Athletics—This project identifies ongoing improvements to the athletic facilities.
- **Project J:** North East Parking—This project would create a new front entry for Vanguard University. Relocating the primary entry drive to the east would allow direct access for vehicles to move into the parking lot and would provide a formalized campus drop-off. The project also removes open space and re-organizes parking lots C and D.
- **Project K:** Parking Structure—This project would remove parking lots H and G, locating a four-level parking structure along Newport Boulevard.
- **Project L:** Campus Beautification/Infrastructure—This project would address ongoing site improvements on campus.

This item was continued from the April 23, 2018 Planning Commission meeting.

APPLICANT

The applicant is Dr. Michael J. Beals, representing Vanguard University of Southern California, the property owner.

RECOMMENDATION

Staff recommends that the Planning Commission adopt a Resolution to:

1. Adopt the Initial Study/Mitigated Negative Declaration (IS/MND) for the project.
2. Approve the Master Plan, subject to conditions of approval and mitigation measures.

PLANNING APPLICATION SUMMARY

Location: 55 Fair Drive Application: PA-17-11

Request: Master Plan for Expansion of Vanguard University Campus

SUBJECT PROPERTY:

Zone: I&R
General Plan: General Commercial
Lot Dimensions: Irregular
Lot Area: 38 Acres (1,654,998 SF)
Existing Development: Vanguard University Campus

SURROUNDING PROPERTY:

North: I&R, Costa Mesa Civic Center and OC Fairgrounds
South: R3, Residential Uses
East: Newport Blvd. and SR-55 Freeway
West: R3, Residential Uses

DEVELOPMENT STANDARD COMPARISON AT FINAL BUILDOUT OF ALL PROJECTS

Development Standard	Required/Allowed	Proposed/Provided
Lot Size:		
Lot Width	60 FT	NA
Lot Area	6,000 SF	38 Acres (1,654,998 SF)
FAR (Floor Area Ratio)	.25 (413,747 SF) (1)	.25 (413,015 SF) (1)
Maximum Number of Stories/Building Height	4 Stories (Except Student Housing)	2-4 Stories (Proposed Buildings)
Open Space	NA	916,534 SF
Setbacks (Buildings)		
Front (Fair Drive)	20 FT	115 FT
Side Left (Vanguard Way)/ Right Newport Blvd.	20 FT/ 20 FT	45 FT/40 FT
Rear	10 FT	10 FT
Setbacks (Landscaping)		
Front (Fair Drive)	20 FT	13 FT, 6 IN (2)
Side Left (Vanguard Way)/ Right Newport Blvd.	20 FT/ 20 FT	20 FT/ 5 FT, 6 IN (2)
Rear	10 FT	10 FT
Parking		
Standard	1,264	1,264
Handicap	22	22
TOTAL	1,286 Spaces	1,286 Spaces (3)

NA = Not Applicable or No Requirement

(1) Because Floor Area Ratio only applies to non-residential buildings on campus, student dormitories are not included in the total FAR for the site.

(2) Per CMMC Section 13-28(h)(2), this deviation from typically required landscaped setbacks may be approved through the Master Plan process.

(3) Number of required spaces is based on a parking study prepared for the campus (see staff report discussion).

CEQA Status	Initial Study/Mitigated Negative Declaration
Final Action	Planning Commission

BACKGROUND

Project Site/Environs

Vanguard University of Southern California (formerly Southern California College) exists on the subject site. The site is bounded by Fair Drive and Costa Mesa City Hall to the north; SR-55 to the east; residential housing units to the south; and Vanguard Way, and residential housing units to the west.

Vanguard University is zoned Institutional & Recreational District (I&R) and has a General Plan Land Use Designation of Public/Institutional. The total site area of Vanguard University is approximately 38 acres. According to the Vanguard University website, the current campus moved to the site in 1950. Because the establishment of the university predates City Incorporation, a Master Plan was not required at that time.

Vanguard University is a private, four-year university with a graduate program in religion. The campus includes a library, classrooms, study halls, dormitories, a gymnasium, administrative offices, a book store and cafeteria, and athletic fields. As of fall 2017 the campus had an enrollment of 2,089 students; approximately 1,009 students and 900 beds (some single and some family rooms) are in the five dormitory hall buildings located on campus.

Under the I&R zone, new development is subject to approval of a Master Plan. Per CMMC Section 13-28(h)(2), this type of Master Plan can be approved by the Zoning Administrator; however, due to the scale of development and the long-term nature of the future expansion plans, the Zoning Administrator has elevated the request to the Planning Commission for consideration.

Because of the I & R zoning for the property, when new buildings were added to the campus, they were approved as Master Plan amendments; however, the campus has never had a comprehensive Master Plan for the entire property. The last major project approved as a Master Plan amendment for the university was for the construction of the 23,076-square-foot classroom and faculty offices for the Scott Academic Center under ZA-13-33. The proposed Master Plan establishes a comprehensive plan for future development at the University and is intended to supersede previous Master Plan approvals.

ANALYSIS

Project Description

The proposed Master Plan includes 12 separate projects that involve the removal and/or reconstruction of buildings on campus (see Vanguard University Campus Master Plan Executive Summary, Attachment 3). The Master Plan is intended to establish long-term plans for future buildings and related site improvements within a Master Plan framework. The Master Plan identifies future Development Areas as well as the uses, square footages, and building heights allowed for each Development Area. It is intended that the Development Areas remain fixed while allowing for the future development of buildings of various types, size and heights within these areas,

consistent with the approved Master Plan and Zoning Code development standards. If the Master Plan is approved, subsequent individual projects can be approved at the staff level (if consistent with the Master Plan) and public notice for each individual project would not be required. If an individual project is proposed that requires modifications to the Master Plan, it would be processed as minor or major Master Plan amendment (depending on the nature of the changes) and may be subject to Zoning Administrator approval. The overall intent of the Master Plan is to expand and upgrade facilities and accommodate increased enrollment.

The following buildings are included in the Vanguard University Campus Master Plan. There is no definitive timeline on the construction of these projects except where noted:

- **Project A:** Gym/Events Center—This project would replace the existing gymnasium and provides adequate facilities for the Vanguard's athletics program. The center court would also transform into an events center for the campus to gather during planned events. This facility would remove parking (existing Lot K) that is internal to the campus and a safety hazard. An outdoor space/quad would be created to the east of the facility, connecting this building to the campus core and improving pedestrian circulation.

- **Project B:** Student Center—This project would remove the existing Café and Cove/Bookstore on campus, replacing them with a Student Center. The goal of this project is to build upon the collegial atmosphere of the campus while improving the facilities for campus food service, commuters, student clubs, etc. The development area for this facility includes the removal of parking lot L. The perimeter road that connects Vanguard Way to parking lot M would remain. This project would improve the campus quad and provide areas for students to gather, socialize, and study. Note: The Applicant has submitted building plans for this project. If the Master Plan is approved, this project is expected to begin construction later this year.

- **Project C:** Maintenance & Operations/Warehousing—This project would relocate maintenance and operations to the southwest corner of the University. This would create a new access point to the campus for deliveries. Deliveries would enter from Vanguard Way, directly into the facility. Campus vehicles will distribute materials, as needed, throughout the University.

- **Project D:** STEM & Kinesiology—This project would replace antiquated Science, Technology, Engineering, Math and Kinesiology facilities on campus. The project is planned in two phases within one development area along Newport Boulevard. Because of the location of the existing Smith Building, Phase 1 would ideally retain the facility, while Phase 2 would require demolition of the Smith building. In addition to the academic facilities, limited parking and a service road would connect the North and South parking lots along Newport Boulevard. This project will remove parking lots E & F.

- **Project E:** Multi-Disciplinary Academic Building—This project would locate a new academic facility south of Scott Academic Center and west of Heath Academic

Center. This project would replace existing modular offices and classrooms and provide for growth for the campus enrollment (classrooms and offices).

- **Project F:** Learning Resource Center—This project would locate a new Learning Resource Center (LRC) along the south edge of the campus core. The new LRC would replace the existing library and expand resources for all Vanguard Students.

- **Project G:** Student Housing—This project would locate a Student Housing facility east of the new LRC. This facility could accommodate 300 students depending on design and room size. The Master Plan notes that this project would not exceed four stories in height.

- **Project H:** Central Plant—This project would locate a central plant on campus. Depending upon further engineering studies, the following sites within the Institutional Areas would be considered: Project A (Gym/Events Center), Project B (Student Union), Project D (STEM & Kinesiology). No buildings would be removed to accommodate the plant and no parking spaces would be added or removed.

- **Project I:** Athletics—This project identifies ongoing improvements to the athletic facilities.

- **Project J:** North East Parking—This project would create a new front entry for Vanguard University. Relocating the primary entry drive to the east would allow direct access for vehicles to move into the parking lot and provides a formalized campus drop-off. The project would also remove open space and re-organize lots C and D.

- **Project K:** Parking Structure—This project would remove lots G and H, locating a four-level parking structure along Newport Boulevard.

- **Project L:** Campus Beatification/Infrastructure—This project would address all ongoing site improvements on campus, including a new decorative perimeter fence, monuments signs, new landscaping treatments along Fair Drive and Newport Boulevard, and enhanced landscape treatments along the street frontages, including new trees and hedges.

Implementation of any project in this Master Plan would require the issuance of a "Notice of Zoning Approval" by the Planning Division indicating the project is in compliance with the overall Master Plan. (Condition of Approval Number 4).

Staff is also recommending, as a condition of approval, that use of campus athletic facilities, including, but not limited to, sports fields, gym/events center, etc., by any outside vendors shall adhere to good neighbor policies, including parking on-campus and ceasing any outdoor use including field lighting by 10:00 pm. (Condition of Approval Number 3). The university and any outside vendors will also be required to address any on-site maintenance and trash issues, including removing trash within the public rights-of-way immediately adjacent to the university.

Site Vehicular Access and Traffic

Site vehicular access would be provided by two access locations on Fair Drive, three access locations on Newport Boulevard, and one access location on Vanguard Way. An additional vehicle access point along Vanguard Way is proposed for the use only in conjunction with the proposed maintenance and operations/warehousing facility. Pedestrian facilities are provided via sidewalks and crosswalks in the project vicinity. There are sidewalks along Newport Boulevard, Vanguard Way, and Fair Drive.

A Traffic Impact Analysis (TIA) was prepared by Kunzman Associates, Inc., in October 2017 for the project and is included as Appendix F of this report. The TIA analyzes the morning peak-hour (between 7 AM and 9 AM) and the evening peak-hour (between 4 PM and 6 PM) at the following six study area intersections:

1. Vanguard Way at Morristown Lane;
2. Civic Center at Fair Drive;
3. Project Access at Fair Drive;
4. Newport Boulevard South at Project North Driveway;
5. Newport Boulevard South at Project Central Driveway; and
6. Newport Boulevard South at Project South Driveway.

The existing project site generates a total of approximately 5,208 daily vehicle trips, 436 of which currently occur during the morning peak hour and 507 of which currently occur during the evening peak hour.

The proposed development is projected to generate a total of approximately 6,569 daily vehicle trips, 550 of which would occur during the morning peak hour and 640 during the evening peak hour.

Therefore, the proposed project would generate a net increase of approximately 1,361 daily vehicle trips, 114 of which will occur during the morning peak hour and 133 during the evening peak hour.

As detailed in the TIA and summarized above, the project is not anticipated to result in a significant impact on study area intersections under existing and future traffic conditions based on the City of Costa Mesa's Significance Criteria. As such, the project would comply with the City's standards.

Traffic mitigation measures are summarized in the Environmental Determination Section of the staff report.

Architectural Features

Project implementation would introduce the construction of new buildings and remodeling of existing buildings on the campus. According to the applicant, future buildings will be compatible with and have similar design vocabulary to the existing Scott Academic Center, which has a contemporary mission revival style architecture (see image below). The buildings will be designed to blend in with the existing structures of the University for a complementary aesthetic. Landscaping is proposed to enhance the campus and provide quality open space. Each individual project will be

reviewed by the Development Services Department to ensure the architecture is consistent with the above criteria.

Scott Academic Center

Parking

The Zoning Code does not identify a specific parking requirement for college campuses; however, as part of Master Plan Amendment ZA-13-33 for the Scott Academic Center, the university hired Willdan Engineers to prepare a parking study. The study, which included a parking review of similar college campuses, concluded that a parking requirement of one parking space for every two full-time students would be sufficient for the campus. Based on the maximum projected enrollment of 2,700 students this ratio would require 1,350 parking spaces.

However, the applicant notes that the maximum enrollment includes students who do not commute to the campus on a daily basis and therefore overestimates the number of students on campus at any one time, e.g., online students. As a result, the applicant indicates that the actual number of full time students to which the parking requirement should be applied to is 2,484 students. This number represents the number of students who either live on campus or commute to the campus. Utilizing the one parking space for every two students' ratio established in the parking study would equate to a parking requirement of 1,242 parking spaces. Because 1,286 parking spaces are proposed at maximum enrollment, the parking will be sufficient for the number of full-time students on campus on a daily basis at maximum enrollment.

Staff recommends, as a condition of approval, that prior to the issuance of building permits for any individual project in this Master Plan, the university be required to provide the current student enrollment and existing and post-project number of parking spaces so that staff can verify that the number of on-site parking spaces required is being provided at each project phase (Condition of Approval Number 11). Additionally, staff is recommending, as a condition of approval, that any future increases above the 2,700 maximum projected enrollment shall be subject to the approval of a Major Master Plan Amendment by the Zoning Administrator to determine that adequate onsite parking for the enrollment increase has been provided (Condition of Approval Number 12).

Land Use Compatibility with Residential

The University abuts an existing residential development to the south. In addition to the existing athletic fields, the proposed project involves the construction of a new two-story, 20,000-square-foot maintenance and operations/warehousing facility. Twenty-five new onsite parking spaces are proposed for this facility. Vehicular access to the facility would be from a new drive approach to be constructed on Vanguard Way. The buildings are proposed to be setback 10 feet from the rear property line, which complies with code. According to the applicant, the primary use will be for delivery vehicles, storage of vehicles used for groundskeeping equipment and custodial carts, and shop uses inside the buildings.

To minimize noise impacts to the abutting residential uses, roll-up doors would be located on the side of the building facing the campus. Additionally, noise–generating work is permitted to be conducted outside the building only between the hours of 7:00 AM to 6:00 PM, Monday through Friday (Condition of Approval Number 9), and vehicle repairs are done off-site and not at this location. Staff recommends, as a condition of approval, that the elevations for the maintenance building facing toward residential properties be required to be designed with view obscuring, non-openable windows subject to review by the Development Services Department to minimize impacts to the abutting residential uses (Condition of Approval Number 10).

GENERAL PLAN AND ZONING CODE CONFORMANCE

Conformance with the City of Costa Mesa General Plan

The Costa Mesa General Plan establishes the long-range planning and policy direction that guides change and preserves the qualities that define the community. The 2015-2035 General Plan sets forth the vision for Costa Mesa for the next two decades. This vision focuses on protecting and enhancing Costa Mesa's diverse residential neighborhoods, accommodating an array of businesses that both serve local needs and attract regional and international spending, and providing cultural, educational, social, and recreational amenities that contribute to the quality of life in the community. Over the long term, General Plan implementation will ensure that development decisions and improvements to public and private infrastructure are consistent with the goals, objectives, and policies contained in this Plan.

Colleges are a permitted use in the Institutional & Recreational District (I&R) and are therefore consistent with the corresponding Public/Institutional General Plan Land Use Designation.

The following analysis evaluates the proposed project's consistency with specific policies and objectives of the 2015-2035 General Plan.

- **Objective LU-1A:** Establish and maintain a balance of land uses throughout the community to preserve the residential character of the City at a level no greater than can be supported by the infrastructure.

- **Policy LU-1.1:** Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of business and residential segments of the community.

Consistency

The proposed project would enhance an existing educational institution, including the provision of student housing and additional employment opportunities. The character of the surrounding area is defined by residential and institutional uses. The project would be compatible with the mix of uses and character of its surroundings, and would maintain the quality of the environment.

Therefore, the project would not conflict with any applicable land use plan, policy, or regulation (including but not limited to the General Plan or zoning regulations).

Conformance with the Zoning Code

According to the City's zoning map, the zoning district of the project site is Institutional and Recreational—I&R. Zoning and development standards for the I&R district are incorporated into Chapter 13-20 (Zoning Districts) of the City's zoning code. The I&R zoning district is intended to allow land uses which provide recreation, open space, health and public service uses. Development in this designation may occur on either public or private property. Areas included in this designation are parks, health care facilities, educational institutions, religious facilities, fairgrounds, and public facilities. The I&R zoning district permits 0.25 FAR and 44 employees per acre.

The proposed project has been designed consistent with the development standards outlined in Chapter 13-20 of the City's Zoning Code. Specifically, the project complies with Zoning Code provisions for allowable Floor Area Ratio, on-site parking, and building setbacks.

As noted earlier, a new decorative perimeter fence, monument signs, new landscaping treatments along Fair Drive and Newport Boulevard, would provide a visually attractive screen from the streets, and new trees and hedges are proposed. Although the landscaped setbacks are less than the 20 feet required in the I&R zone (a 13-foot, 6-inch landscape setback is proposed along the Fair Drive frontage and a 5-foot, 6-inch landscaped setback is proposed along the Newport Boulevard frontage), CMMC Section 13-28(h)(2) allows a deviation from typically required landscaped setbacks through the Master Plan process. Staff supports the requested deviations because an attractive buffer from adjacent streets would be provided, which would incorporate required sidewalk and landscape parkway improvements as required by the Public Services Department, and would allow for on-site parking and vehicle circulation areas at the perimeter of the campus.

The proposed project would reconstruct existing buildings on the site in order to enhance the existing campus to support the collegial environment that Vanguard University seeks to provide its students and community. The project would not be incompatible with the existing uses of the site or the character of its surroundings, and

would maintain the quality of the environment. Therefore, with the approval of the Master Plan, the project would not conflict with the Zoning Code.

JUSTIFICATIONS FOR APPROVAL

Pursuant to Title 13, Section 13-29(g)(5), Master Plan Findings, of the Municipal Code, the Planning Commission shall find that the evidence presented in the administrative record substantially meets specified findings. Staff recommends approval of the proposed project, based on the following assessment of facts and findings which are also reflected in the draft Resolution.

Master Plan Findings

The Master Plan meets the broader goals of the General Plan and the Zoning Code by exhibiting excellence in design, site planning, integration of uses and structures, and the protection of the integrity of neighboring development. As noted earlier in this report, the project, as conditioned, would meet the purpose and intent of the Master Plan for the University, the stated policies of the General Plan, and the Zoning Code. The project would allow for the redevelopment of existing buildings. The proposed project would enhance the visual appearance of the property from the public streets and provide the type and mix of uses consistent with a university campus. The project would meet the required open space for the campus, including amenities such as plazas and active and passive areas.

PUBLIC NOTICE

Pursuant to Title 13, Section 13-29(d), of the Costa Mesa Municipal Code, three types of public notification were completed no less than 10 days prior to the date of the April 23, 2018 public hearing:

1. Mailed notice. A public notice was mailed to all property owners within a 500-foot radius of the project site. The required notice radius is measured from the external boundaries of the property. (See attached Notification Radius Map.)
2. On-site posting. A public notice was posted on each street frontage of the project site.
3. Newspaper publication. A public notice was published once in the Daily Pilot newspaper.

Applicant's Community Outreach Efforts

In addition to the notice provided above, the applicant hosted a community meeting on September 28, 2017. Invitations were sent to all property owners within the 500-foot notification radius. Approximately 50 people attended the meeting and the overall feedback was positive, according to the applicant.

Response to Issues Raised at the April 23, 2018 Planning Commission Meeting

The project was continued from the April 23, 2018 Planning Commission to the May 14, 2018 meeting. During the hearing, four persons spoke to concerns regarding the

University's maintenance practices, the proposed maintenance facility adjacent to residential; construction impacts; the increase in the number of students; and parking; These issues are discussed below.

Issue: Maintenance Facility

A speaker noted concerns with the maintenance of Vanguard University; and the relocation of the maintenance facility next to residents.

As discussed earlier in this report, to minimize noise impacts to the abutting residential uses, roll-up doors would be required to be located on the side of the building facing the campus. Additionally, noise–generating work would be required to be conducted outside the maintenance building only between the hours of 7:00 AM to 6:00 PM, Monday through Friday per Condition of Approval Number 9. Staff recommends, as Condition of Approval Number 10, that the elevations for the maintenance building facing the residential properties be required to be designed with view obscuring, non-openable windows subject to review by the Development Services Department to minimize privacy impacts to the abutting residential uses.

With regard to maintenance practices, the campus is subject to the provisions of Title 20 of the CMMC with regard to property maintenance. Any complaints related to condition of campus planting or buildings can be directed to City staff for follow-up with the University.

Issue: Construction Impacts

Speakers noted concerns with the potential for parking overflowing on the streets during construction; the location of the equipment during construction; and asked that it not be lay down on City streets.

A standard condition of approval (Condition of Approval Number 22) requires that prior to issuance of grading permits, the developer shall submit for review and approval a Construction Management Plan. This plan will feature methods to minimize disruption to the neighboring residential uses to the fullest extent that is reasonable and practicable. The plan shall include construction parking and vehicle access and will specify staging areas and delivery and hauling truck routes for City approval. The plan will minimize disruption to residents during construction.

Issue: Parking

Speakers stated concerns about increasing the student size in a dense area asked when the parking structure will be built; whether the parking structure covers the loss of parking that will be taken away; and asked the loss of on-street parking spaces for the new driveway access to the maintenance shed.

As discussed earlier in this report, parking impacts will be addressed at each stage of the project through the review of student enrollment at the time the project is proposed to verify adequate on-site parking is being provided (Condition of Approval Number 11).

In addition to the above comments, one correspondence from the public was received, a copy of which is attached to this report.

ENVIRONMENTAL DETERMINATION

An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the City in accordance with the California Environmental Quality Act (CEQA). In accordance with CEQA Guidelines Section 15073, the IS/MND was made available for a 30-day public comment period beginning on March 19, 2018. The public comment period closed on April 18, 2018. A copy of the Draft IS/MND is included with this report under separate cover. During the review period, three comment letters were received by the City: one from the California Cultural Resource Preservation Alliance, Inc.; one from the Department of Toxic Substances Control; and one from the California Department of Transportation (Caltrans) District 12. A response to the comments received from the above agencies during the CEQA public review period is attached to this report under separate cover.

Environmental Impacts and Mitigation Measures

In evaluating specific effects of the project on the environment, the IS/MND identifies thresholds of significance for each effect, evaluates the potential environmental change associated with each effect, and then characterizes the effects as no impact, less than significant impact, potentially significant unless mitigation measures are incorporated, and potentially significant impact. The draft IS/MND identified the following areas where a potentially significant impact may occur unless mitigation measures are adopted, a summary of which is provided below (the full list of impacts and mitigations measures can be found in the IS/MND:

Area of Potentially Significant Impact	Summary of Mitigation Measures
Biological Resources	To avoid direct and indirect impacts on migratory non-game breeding birds, and their nests, young, and eggs, construction and pre-construction activities that would remove or disturb potential nest sites would be scheduled outside the breeding bird season.
Transportation/Traffic	Construction in specific areas of the campus will require the construction of off-site street improvements along Newport Boulevard, Fair Drive, and Vanguard Way as described in the specific mitigation measures.
Cultural/Tribal Resources	In the event that buried cultural, historic, or tribal resources are discovered during construction, operations shall stop in the immediate vicinity of the find and a qualified archaeologist/paleontologist shall be consulted to determine whether the resource requires further study and avoidance measures.
Hazards/Hazardous Materials	The removal of asbestos or lead-based paint shall be done in accordance with governmental regulations.

Area of Potentially Significant Impact	Summary of Mitigation Measures
Utilities/Services Systems	To determine the available sewer capacity for the proposed project, a sewer flow study of the sewer line on Fair Drive is required to be provided by the applicant for each project.
Air Quality	Prior to issuance of grading permits, the applicant shall submit documentation to the City of Costa Mesa demonstrating that all off-road construction equipment in excess of 50 horsepower is equipped with engines meeting the EPA Tier III off-road engine emission standards.
Hydrology/Water Quality	A preliminary Water Quality Management Plan (WQMP) shall be prepared and submitted to the City for approval prior to the issuance of grading permits.
Noise	Implementation of a multi-part mitigation measure is required to reduce potential construction period noise impacts.

With the implementation of the mitigation measures identified in the IS/MND for the proposed project, all impacts have been reduced to less than significant levels. A draft Mitigation Monitoring Program is attached to the draft resolution for reference.

LEGAL REVIEW

The draft resolutions have been reviewed and approved as to form by the City Attorney's Office.

ALTERNATIVES

1. *Approve the project with modifications*. The Planning Commission may suggest specific changes that are necessary to alleviate concerns. If any of the additional requested changes are substantial, the item should be continued to a future meeting to allow a redesign or additional analysis. In the event of significant modifications to the proposal, should the Planning Commission choose to do so, staff will return with a revised resolution incorporating new findings and/or conditions.

2. *Deny the project*. If the Planning Commission believes that there are insufficient facts to support the findings for approval, the Planning Commission must deny the application, provide facts in support of denial, and direct staff to return to the Planning Commission at its next meeting with a Resolution for denial to be placed on the Commission's consent calendar. If the project were denied, the applicant could not submit substantially the same type of application for at least six months.

CONCLUSION

The overall Master Plan reflects a quality project that is consistent with the intent of the Zoning Code and General Plan. With the implementation of the mitigation measures identified in the CEQA Initial Study/Mitigated Negative Declaration for the proposed project, all potentially significant impacts have been reduced to less than significant levels.

MEL LEE, AICP
Senior Planner

BARRY CURTIS, AICP
Director of Economic and Development Services

Attachments:
1. Vicinity, Zoning, and Notification Radius Map
2. Site Photos
3. Applicant's Project Description/Executive Summary
4. Draft Planning Commission Resolution
5. Correspondence From Public
6. Conceptual Plans
7. Initial Study/Mitigated Negative Declaration and Response to Comments Received During the CEQA Public Review Period (Under Separate Cover)

Distribution:
Director of Economic and Development Services
Assistant Director of Development Services
Assistant City Attorney
Director of Public Services
City Engineer
Transportation Services Manager
Fire Protection Analyst
File

Applicant's Representative:
Vanguard University of Southern California
c/o Dr. Michael J. Beals, President/CEO
55 Fair Drive
Costa Mesa, CA 92626

Architect:
HPI Architecture
c/o Megan Gaunce, Architect, NCARB
6020 Cornerstone Court West, Suite 260
San Diego, CA 92121

CEQA Consultant:
First Carbon Solutions
c/o Frank Coyle, Project Director
Ceciia So, Project Manager

250 Commerce, Suite 250
Irvine, CA 92602

Costa Mesa

Map Title

Legend

- Costa Mesa

1: 8,388

Notes

0.3 0 0.13 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

The City of Costa Mesa makes no guarantee as to the accuracy of any of the information provided and assumes no liability for any errors, omissions, or inaccuracies.

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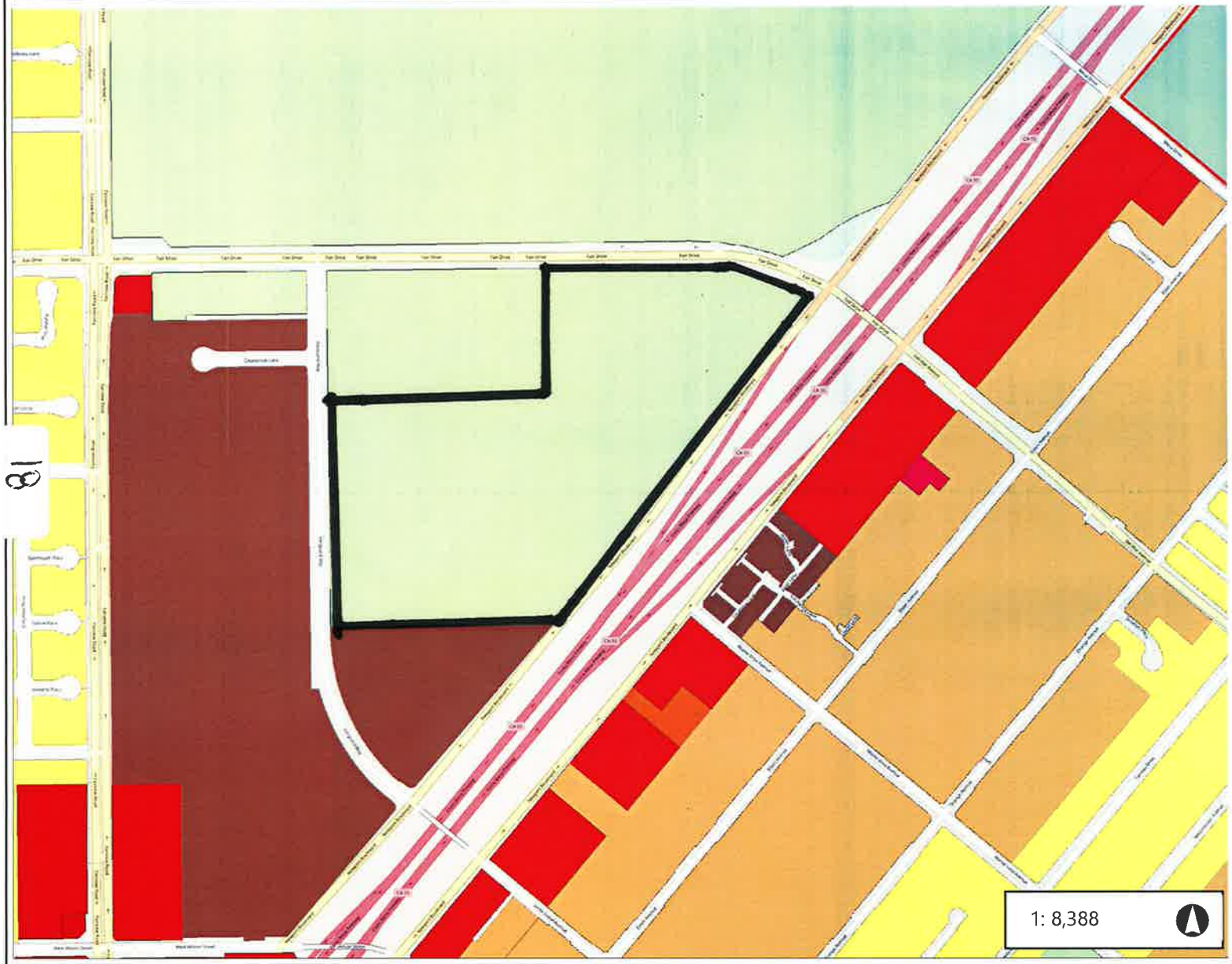
ATTACHMENT 1

Costa Mesa



Legend

- Costa Mesa

Zoning

- AP
- C1
- C1-S
- C2
- CL
- I&R
- I&R-S
- MG
- MP
- P
- PDC
- PDI
- PDR-HD
- PDR-LD
- PDR-MD
- PDR-NCM
- R1
- R2-HD
- R2-MD
- R3
- TC

Notes

0.3 0 0.13 0.3 Miles

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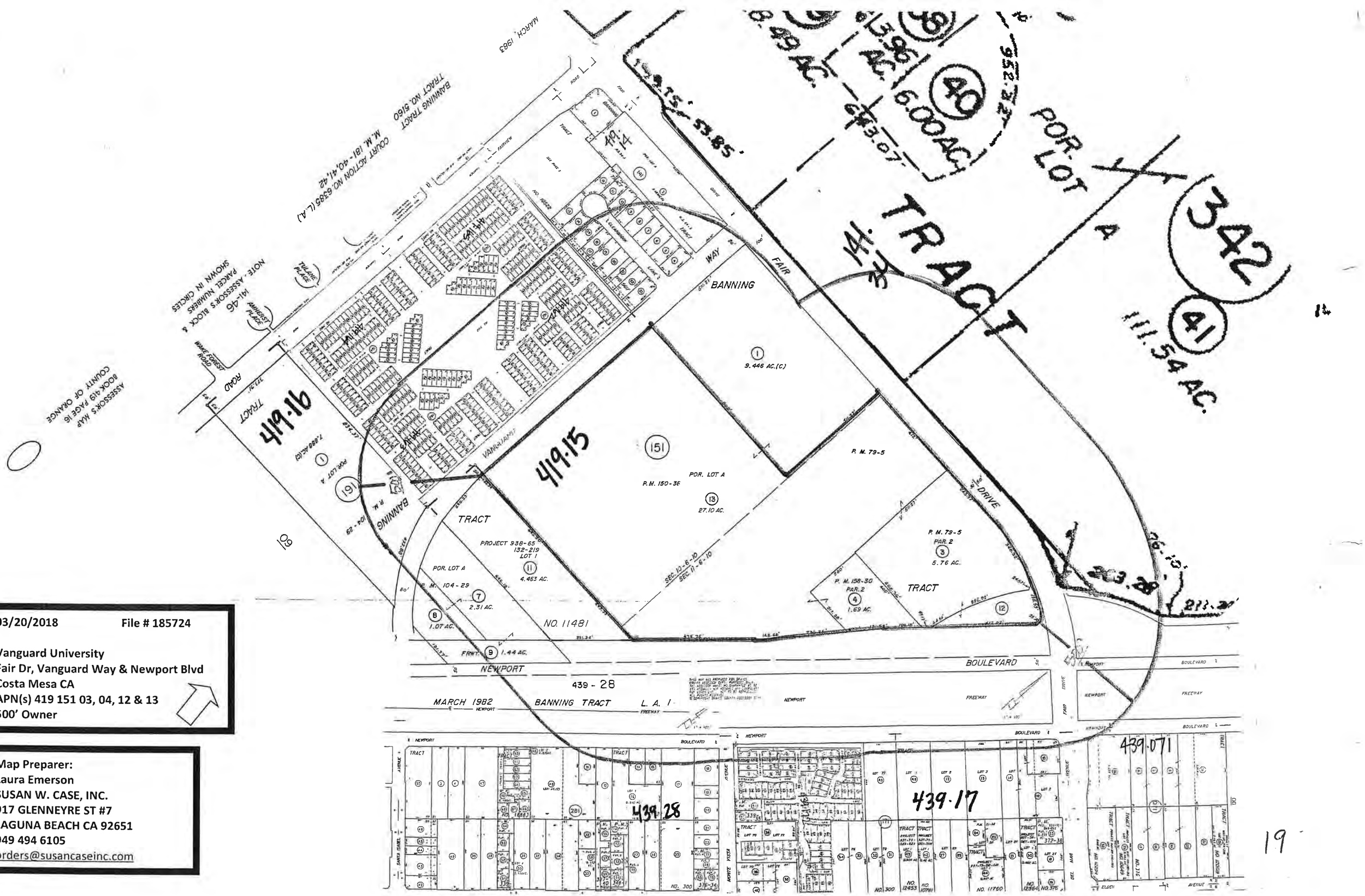

03/20/2018	File # 185724

Vanguard University
Fair Dr, Vanguard Way & Newport Blvd
Costa Costa Mesa CA
APN(s) 419 151 03, 04, 12 & 13
500' Owner

Map Preparer:
Laura Emerson
SUSAN W. CASE, INC.
917 GLENNEYRE ST #7
LAGUNA BEACH CA 92651
949 494 6105
orders@susancaseinc.com

ATTACHMENT 2

SITE LOOKING NORTH

SITE LOOKING SOUTH

SITE LOOKING EAST

SITE LOOKING WEST

VANGUARD UNIVERSITY CAMPUS MASTER PLAN

Executive Summary

April 2017

VANGUARD UNIVERSITY

HPI architecture

ATTACHMENT 3

MASTER PLAN SUBMITTAL

This Master Plan is submitted by Vanguard University. President / CEO Dr. Michael J. Beals is the responsible party, submitting on behalf of Vanguard University.

Vanguard University

Dr. Michael J. Beals, President/CEO
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Costa Mesa, CA 92626
P: (714) 966-5480

Architect of Record

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Newport Beach, CA 92663

Landscape Architect

Jim Ridge
Ridge Landscape Architecture
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Irvine, CA 92618

Civil Engineer

Chris Rideout
BKF Engineers
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Newport Beach, CA 92660

WHAT IS A MASTER PLAN

A master plan is a regulatory tool used by local governments to implement and guide development in a localized area. While a general plan is the overall guide to manage growth throughout the city, a master plan is able to focus on the unique characteristics of a special area, such as the Vanguard University campus, by customizing land use regulations for that area. A master plan is an important and valuable tool to allow the City to understand the vision and development direction of the campus. A master plan also helps to remove barriers and encourage development within a defined area.

Purpose and Intent of the Master Plan

The purpose of the Vanguard University (VU) Master Plan is to establish a vision and framework for future development at VU. Overall, the goal of the Master Plan is to bridge the vision of development for VU with the City's planning requirements and the larger community in which it resides. This Master Plan will be used by the University, planners, architects, landscape architects, engineers, builders, and the VU community, to implement development which supports the collegial environment that VU seeks to provide its students and community. The framework and guidelines provided within the Master Plan are intended to:

- Enhance and support the VU Community, including academics, student life and athletics;
- Establish and maintain an appropriate balance of facilities, open space and parking;
- Encourage sustainable development;
- Enhance vehicular access and safe mobility on and off campus;
- Provide pedestrian and open space amenities consistent with design quality;
- Focus on safety and security through environmental design;
- Strengthen campus identity through intelligent design, high quality development and a definition of campus edge improvements and conditions
- Streamline the entitlement and development process for individual projects within the master plan

THE MASTER PLAN

The Master Plan submittal consists of the drawings, further described below, and this project narrative. Together they are intended to establish and document for approval by the City of Costa Mesa, Development Areas and Development Guidelines for future buildings and related site improvements within a Master Plan Framework. It is intended the Development Areas (Areas) and Development Guidelines (Guidelines) remain fixed while allowing for the future development of buildings of various types (uses), size (sq. footage) and heights within these Areas, consistent with the Guidelines.

Master Plan Drawings

MP 1.0 Existing Site
- Analysis of Current FAR,
- Existing Buildings to Remain
- Existing Buildings to be Demolished

MP 2.0 Master Plan
- Development Areas and Future Facilities
- Summary of Future FAR

MP 2.1 Framework
- Pedestrian Circulation
- Open Space

MP 2.2 Framework
- Vehicular Circulation
- Parking

MP 3.0 Renderings
- Campus Visualizations

MP 3.1 Renderings
- Campus Visualizations

Supporting Documents

L 1.1	Existing Tree Inventory Plan
L 1.1A	Existing Tree Inventory List
L 2.1	Illustrative Landscape Master Plan
L 3.1	Open Space Plan
L 4.1	Site Sections
L 5.1	Fence & Wall Plan
L 6.1	Tree Imagery
L 6.2	Plant Imagery
C 0	Existing Conditions
C 1	Grading and Drainage Plan
C 2	WQMP

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Development Areas and Allowable Uses

- *Institutional Areas* – academic, administrative, student life and community uses all well as all uses listed below
- *Recreational Area* – sports and recreational fields and related support facilities
- *Campus Operations Area* – maintenance shops, warehousing, shipping /receiving, administrative / office facilities
- *Housing Areas* – Student housing, student life offices and directly related support
- *Open Space* – dedicated hardscape and landscape improvements in support of academic, student life, recreation and community uses - Minimum 4 acres.

Development Guidelines

Building Floor Area Ratio (FAR)

Vanguard University is zoned "Institutional & Recreation" (I&R). The current and proposed FAR has been established at .25 FAR inclusive of all facilities excepting current and /or future Student Housing. Based on the site area, this caps the total gross square footage of institutional and recreation facilities at 413,749 GSF.

Building Height

Institutional Areas	Not to exceed 4 stories*
Athletic Area	Not to exceed 4 stories*
Campus Operations Area	Not to exceed 30 ft.
Housing Areas	Not to exceed 4 stories*

*Exclusive of Basements / Subterranean Levels and Student Housing

Building Setbacks and Campus Edge Conditions

Building Setbacks and Campus edge conditions shall be consistent those identified in Sheet MP 2.0.

Required Parking

Parking shall be provided at 1 stall per 2 On Campus Full Time Equivalent Student (On Campus FTES). Stall sizes, drive aisles and landscape improvements shall be developed consistent with City Standards.

The intent of the Master Plan is to enhance on campus pedestrian safety by removing internalized vehicular circulation and parking. VU recognizes the need to balance parking needs with enrollment as any individual project is developed and /or internalized parking is removed. Therefore, as individual projects are submitted for building department review, a parking loss / increase assessment will be providing to establish the net number of on-campus stalls in comparison to the then current on campus FTES enrollment.

Please refer to Appendix A (submitted with the application) for the parking analysis provided through the entitlement process of the Scott Academic Building.

Master Plan Statistics

1. *Lot Area:* 1,654,998 SF
2. *Number of Parking spaces:* 1,286 stalls
3. *Area & Percentage of lot devoted to open space:* 916,534 sq. ft.
4. *Total Building Area:* For individual building areas, see sheet MP 2.0
   a. *Building Foot Print Area:* 290,585 sq. ft.
   b. *Total Gross Square Footage:* 650,160 sq. ft.
6. *Area & Percentage of Lot devoted to drive & open parking:* 382,423 sq. ft.

THE MASTER PLAN VISION

The following narratives and diagrams supplement the Master Plan Drawings referenced above to address the City's Master Plan Submittal Checklist and convey the current VU campus vision for future facilities and related site improvements on a project by project basis. These documents are submitted with the understanding that the individual project representations are not engineered solutions. The actual uses of any specific site, the exact location of any specific use / facility, as well as project footprints, size and or massing are subject to change within the Master Plan Framework – consistent with the established Development Areas and Development Guidelines

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PROJECT A: GYM / EVENTS CENTER

Size: approximately 60,000 GSF

Buildings Removed: Gym

Total GSF Removed: 13,700 GSF

Parking Loss: 69

Parking Gain: 0

Summary:
This project replaces the existing gymnasium and provides adequate facilities for Vanguard's athletics' program. The center court will also transform into an events center for the campus to gather during planned events. This facility removes parking (existing Lot K) that is currently internal to campus and a safety hazard. An outdoor space / quad will be created to the east of the facility, connecting this building to the campus core and improving pedestrian circulation.

PROJECT B: STUDENT CENTER

Size: approximately 50,000 GSF

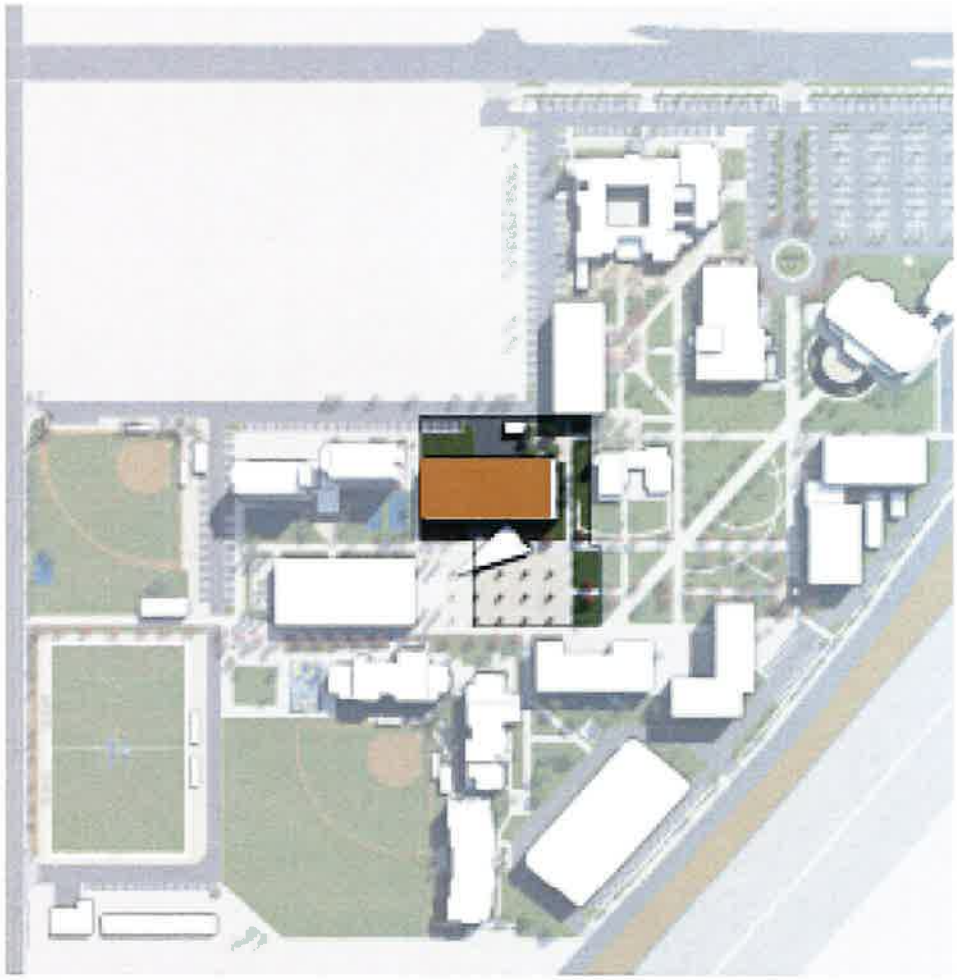
Buildings Removed: Café, Cove, Nursing Annex Modular,

Total GSF Removed: 13,900 GSF

Parking Loss: 154

Parking Gain: 20

Summary:
This project removes the existing Café and Cove / Bookstore on campus, replacing them with a Student Center. The goal of this project is to build upon the collegial atmosphere of the campus while improving the facilities for campus food service, commuters, student clubs, etc. The development area for this facility includes the removal of parking lot L. The perimeter road that connects Vanguard Way to Parking lot M will remain. This project will improve the campus quad and provide areas for students to gather, socialize and study.



PROJECT C: MAINTENANCE & OPERATIONS / WAREHOUSING

Size: approximately 20,000 GSF

Buildings Removed: M&O / Warehousing, IT

Total GSF Removed: 15,264 GSF

Parking Loss: 0

Parking Gain: 25

Summary:
This project relocates maintenance and operations to the Southwest corner of the University. This will create a new access point to the campus for deliveries. Deliveries will enter off Vanguard Way, directly to the facility. Campus vehicles will distribute materials as needed throughout the University.

This project would happen in conjunction with or previous to project D.

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PROJECT D: STEM & KINESIOLOGY

Size: approximately 67,000 GSF

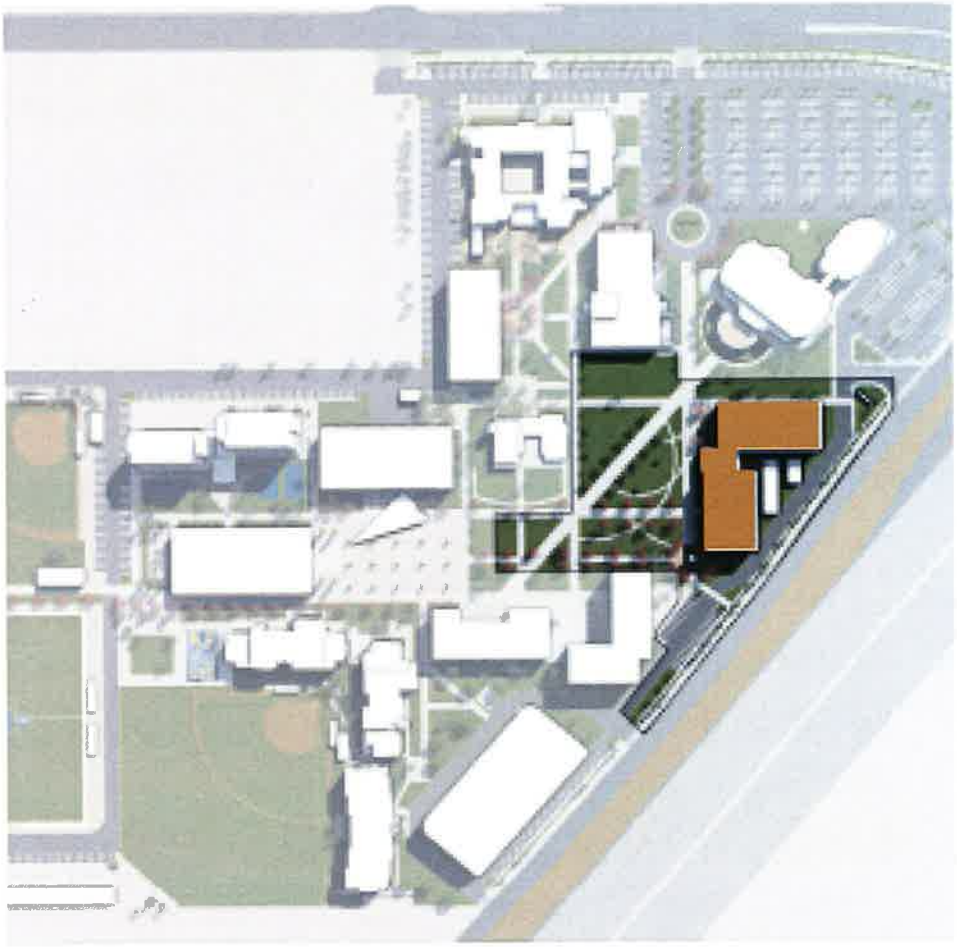
Buildings Removed: Science Labs, Science Offices, Smith, Music Offices,

Total GSF Removed: 28,100

Parking Loss: 92

Parking Gain: 26

Summary:
This project replaces antiquated Science, Technology, Engineering, Math and Kinesiology facilities on campus. The project is planned in two phases within one development area along Newport Blvd. Due to the location of the existing Smith Building, Phase 1 will ideally retain the facility, while Phase two will require Smith's demolition. In addition to the academic facilities, limited parking and a service road will connect the North and South parking lots along Newport Blvd. This project will remove parking lots E & F. Both of these lots are internal to campus and pose safety concerns.



PROJECT E: MULTI-DISCIPLINARY ACADEMIC BUILDING

Size: approximately 46,000 GSF

Buildings Removed: Social Sciences Offices (22), Psychology Offices (22a), Grad Clinical Psych (23), and Classrooms (23a), Fine Arts Offices

Total GSF Removed: 11,340 GSF

Parking Loss: 15

Parking Gain: 0

Summary:
This project locates a new academic facility South of Scott Academic Center and West of Heath Academic Center. This project will both replace existing modular offices and classrooms and provide growth for the campus (classrooms and offices).

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PROJECT F: LEARNING RESOURCE CENTER

Size: approximately 45,000 GSF

Buildings Removed: O. Cope Budge Library

Total GSF Removed: 7,500 GSF

Parking Loss: 38

Parking Gain: 0

Summary:
This project locates a new Learning Resource Center (LRC) along the South edge of the campus core. The new LRC will replace the existing Library and expand resources for all Vanguard Students.

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PROJECT G: STUDENT HOUSING

Size: approximately 60,000 GSF

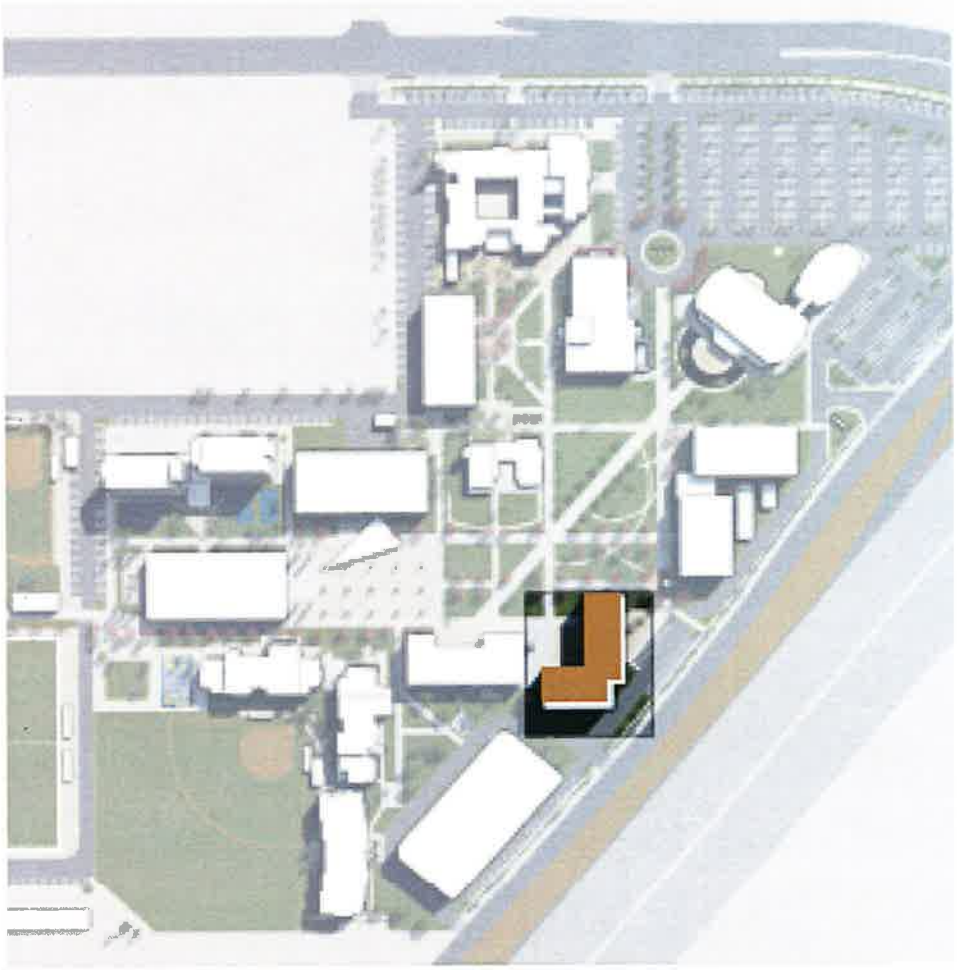
Buildings Removed: O. Cope Budge Library / Lyceum Theater

Total GSF Removed: 8,400 GSF

Parking Loss: 0

Parking Gain: 0

Summary:
This project locates a Student Housing facility east of the new LRC. This facility could accommodate approximately 300 students depending on design and room size.



36

PROJECT H: CENTRAL PLANT

Size: TBD

Buildings Removed: None

Total GSF Removed: None

Parking Loss: 0

Parking Gain: 0

Summary:
This project locates a central plant on campus. Dependent upon further engineering studies, the following sites within the Institutional Areas would be considered as a location: Project A (Gym / Events Center), Project B (Student Union), Project D (STEM & Kinesiology).

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PROJECT I: ATHLETICS

Summary:

This project identifies ongoing improvements to the Athletic Facilities. This includes, but is not limited to the following:

- Athletic Club House / Restroom Building
- Field Lighting
- Field Repair / Turf Replacement
- Dug Out Improvements / Expansion for Softball and Baseball
- Additional / Improved Batting Cages
- Electronic Score Boards
- Spectator Bleachers

PROJECT J: NORTH EAST PARKING

Parking Loss: 493 (old Lot)

Parking Gain: 577 (New Lot)

Summary:
This project creates a new front entry for Vanguard University. Relocating the primary entry drive to the east allows direct access for vehicles to move into the parking lot and a formalized campus drop off. The project also removes open space and re-organizes lots C and D.

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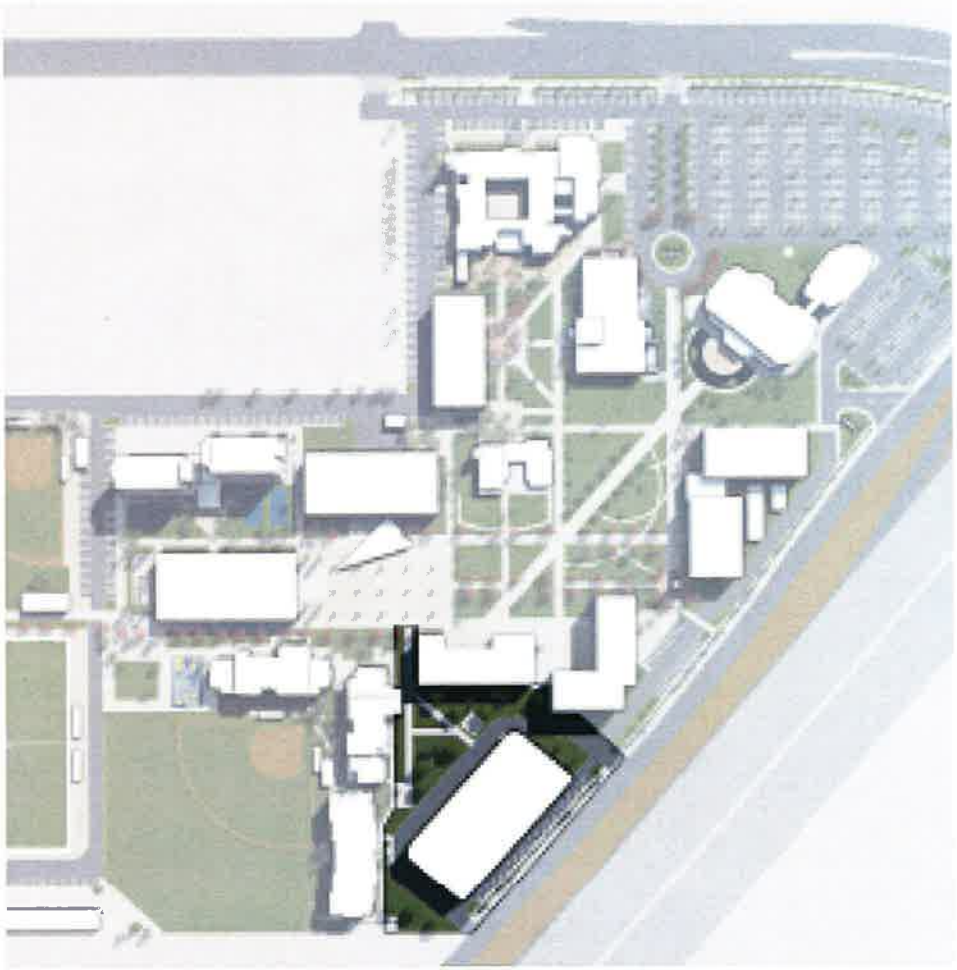
PROJECT K: PARKING STRUCTURE

Parking Loss: 214 (old Lot)

Parking Gain: 456 (New Lot)

Summary:
This project removes lots H and G, locating a parking structure along Newport Blvd.



PROJECT L: CAMPUS BEAUTIFICATION / INFRASTRUCTURE

Summary:

This project addresses all ongoing site improvements on campus. This includes but is not limited to:

- Perimeter Fence
- Infrastructure Upgrades
- Monument Signage
- Pedestrian Walkway improvements
- Landscaping Improvements
- Parking lot Improvements

RESOLUTION NO. PC-18 -

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA ADOPTING THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION INCLUDING THE MITIGATION MONITORING PROGRAM AND APPROVING PLANNING APPLICATION PA-17-11 FOR THE MASTER PLAN FOR FUTURE EXPANSION OF VANGUARD UNIVERSITY AT 55 FAIR DRIVE

THE PLANNING COMMISSION OF THE CITY OF COSTA MESA HEREBY RESOLVES AS FOLLOWS:

WHEREAS, an application was filed by Dr. Michael J. Beals, representing Vanguard University of Southern California, the property owner, requesting approval of the following:

***Planning Application 17-11*:** A Master Plan for the future expansion of the Vanguard University Campus. The proposed Master Plan establishes a comprehensive plan for future development at the University and is intended to supersede previous Master Plan approvals. It is anticipated that the Master Plan will accommodate up to 2,700 enrolled students (2,098 students are currently enrolled) and is comprised of at least 12 separate projects that involve the removal and/or reconstruction of buildings on the campus. The Master Plan establishes Development Areas and Development Guidelines for future buildings and related site improvements within a Master Plan framework. It is intended that the Development Areas and Development Guidelines remain fixed while allowing for the future development of buildings of various types, size and heights within these Areas, consistent with the Guidelines. The following buildings are included in the Vanguard University Campus Master Plan:

- **Project A:** Gym/Events Center—This project would replace the existing gymnasium and provides facilities for Vanguard's athletics program. The center court will also transform into an events center for the campus to gather during planned events. This facility removes parking (existing Lot K) that is internal to the campus. An outdoor space/quad will be created to the east of the facility, connecting this building to the campus core and improving pedestrian circulation.
- **Project B:** Student Center—This project would remove the existing Café and Cove/Bookstore on campus, replacing them with a Student Center. The

development area for this facility includes the removal of parking lot L. The perimeter road that connects Vanguard Way to parking lot M will remain.

- **Project C:** Maintenance & Operations/Warehousing—This project relocates facilities for maintenance and operations to the southwest corner of the University. This will create a new access point to the campus for deliveries. Deliveries will enter from Vanguard Way, directly to the facility. Campus vehicles will distribute materials as needed throughout the campus.
- **Project D:** STEM & Kinesiology—This project would replace antiquated Science, Technology, Engineering, Math and Kinesiology facilities on campus. The project is planned in two phases within one development area along Newport Boulevard. Because of the location of the existing Smith Building, Phase 1 would ideally retain the facility, while Phase 2 would require the demolition of Smith Building. In addition to the academic facilities, limited parking and a service road will connect the North and South parking lots along Newport Boulevard. This project would remove parking lots E & F.
- **Project E:** Multi-Disciplinary Academic Building—This project would locate a new academic facility south of Scott Academic Center and west of Heath Academic Center. This project would replace existing modular offices and classrooms and provide permanent classrooms and offices.
- **Project F:** Learning Resource Center—This project would locate a new Learning Resource Center (LRC) along the south edge of the campus core. The new LRC would replace the existing library.
- **Project G:** Student Housing—This project would locate a Student Housing facility east of the new LRC. This facility could accommodate approximately 300 students depending on design and room size.
- **Project H:** Central Plant—This project would locate a central plant on campus. Depending upon further engineering studies, the following sites within the Institutional Areas would be considered: Project A (Gym/Events Center), Project B (Student Union), Project D (STEM & Kinesiology).
- **Project I:** Athletics—This project identifies ongoing improvements to the athletic facilities.

- **Project J:** North East Parking—This project would create a new front entry for Vanguard University. Relocating the primary entry drive to the east would allow direct access for vehicles to move into the parking lot and would provide a formalized campus drop-off. The project also removes open space and re-organizes parking lots C and D.
- **Project K:** Parking Structure—This project would remove parking lots H and G, locating a four-level parking structure along Newport Boulevard.
- **Project L:** Campus Beautification/Infrastructure—This project would address ongoing site improvements on campus.

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), an Initial Study/Mitigated Negative Declaration was prepared and circulated from March 19, 2018 to April 18, 2018 for public review and comment.

WHEREAS, the City of Costa Mesa received written comments from the general public, government entities, and other interested parties during the public review period.

WHEREAS, written comments received from the general public, government entities, and other interested parties were responded to, where appropriate, in the manner prescribed in California Code of Regulations Section 15073.

WHEREAS, no significant new information has been added to the Initial Study/Mitigated Negative Declaration and no changes to the proposed project have occurred which would require recirculation of the Initial Study/Mitigated Negative Declaration under CEQA Guidelines Section 15073.5.

WHEREAS, the Planning Commission has reviewed and considered the Initial Study/Mitigated Negative Declaration and has found that the Initial Study/Mitigated Negative Declaration is complete, adequate, and complies with all requirements of CEQA, the CEQA Guidelines, and the City of Costa Mesa Environmental Guidelines.

WHEREAS, the Initial Study/Mitigated Negative Declaration for this project reflects the independent judgment of the City of Costa Mesa.

WHEREAS, a duly noticed public hearing was held by the Planning Commission on April 23, 2018, and May 14, 2018, with all persons having the opportunity to speak for and against the proposal.

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit A, and subject to the conditions of approval and mitigation measures indicated in the Mitigation Monitoring Program contained within Exhibits B

and C, respectively, the Planning Commission hereby **ADOPTS** the Initial Study/Mitigated Declaration including the Mitigation Monitoring Program and **APPROVES** Planning Application PA-17-11.

BE IT FURTHER RESOLVED that the Costa Mesa Planning Commission does hereby find and determine that adoption of this Resolution is expressly predicated upon the activity as described in the staff report for Planning Application PA-17-11 and upon the applicant's compliance with each and all of the conditions in Exhibits B, the Mitigation Monitoring Program in Exhibit C, and compliance of all applicable federal, state, and local laws. Any approval granted by this resolution shall be subject to review, modification or revocation if there is a material change that occurs in the operation, or if the applicant fails to comply with any of the conditions of approval and/or mitigation measures.

BE IT FURTHER RESOLVED that if any section, division, sentence, clause, phrase or portion of this resolution, or the documents in the record in support of this resolution, are for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions.

PASSED AND ADOPTED this 14th day of May, 2018.

_____

Stephan Andranian, Chair
Costa Mesa Planning Commission

STATE OF CALIFORNIA)
COUNTY OF ORANGE)ss
CITY OF COSTA MESA)

I, Barry Curtis, Secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution No. PC-18-___was passed and adopted at a regular meeting of the City of Costa Mesa Planning Commission held on May 14, 2018 by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Barry Curtis, Secretary
Costa Mesa Planning Commission

EXHIBIT A

FINDINGS (APPROVAL)

A. The information presented substantially complies with Costa Mesa Municipal Code Section 13-29(g)(5) because:

Finding: The Master Plan meets the broader goals of the General Plan and the Zoning Code by exhibiting excellence in design, site planning, integration of uses and structures, and the protection of the integrity of neighboring development.

Facts in Support of Findings: The project, as conditioned, meets the purpose and intent of the stated policies of the General Plan, and the Zoning Code. The project will allow for the redevelopment of existing buildings and construction of new buildings within the existing University campus to meet the needs of the University. The proposed project will enhance the visual appearance of the property from the public streets and provide the type and mix of uses consistent with a university campus.

The following analysis evaluates the proposed project's consistency with specific policies and objectives of the 2015-2035 General Plan.

- **Objective LU-1A:** Establish and maintain a balance of land uses throughout the community to preserve the residential character of the City at a level no greater than can be supported by the infrastructure.

- **Policy LU-1.1:** Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of business and residential segments of the community.

Consistency

The proposed project would enhance an existing educational institution, including the provision of student housing and additional employment opportunities. The character of the surrounding area is defined by residential and institutional uses. The project would be compatible with the mix of uses and character of its surroundings, and would maintain the quality of the environment. Therefore, the project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the General Plan or zoning regulations).

B. The project has been reviewed for compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the City's environmental procedures. An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the project in accordance with CEQA. Mitigation measures from the IS/MND have been adopted as conditions of approval and included as Exhibit C.

C. The project, as conditioned, is consistent with Chapter XII, Article 3, Transportation System Management, of Title 13 of the Costa Mesa Municipal Code in that the

development project's traffic impacts will be mitigated at all affected intersections.

D. The proposed buildings are an excessive distance from the street necessitating fire apparatus access and provisions of on-site fire hydrants.

EXHIBIT B

CONDITIONS OF APPROVAL (NOTE: CONDITIONS SHALL BE COMPLIED WITH AT TIME OF CONSTRUCTION OF ANY PROJECT IN THIS MASTER PLAN)

Plng.

1. Planning Application PA-17-11 shall comply with the conditions of approval, code requirements, special district requirements, and mitigation measures of the IS/MND for this project and as listed in the attached Mitigation Monitoring Program (Exhibit C).
2. The use(s) shall be limited to the type of operation(s) as described in the staff report. Any change in the operational characteristics including, but not limited to, the hours of operation indicated, shall require review by the Planning Division and may require an amendment subject to either Zoning Administrator or Planning Commission approval, depending on the nature of the proposed change. The applicant is reminded that Code allows the Planning Commission to modify or revoke any planning application based on findings related to public nuisance and/or noncompliance with conditions of approval [Title 13, Section 13-29(o)].
3. Use of campus athletic facilities, including, but not limited to, sports fields, gym/events center, etc., by any outside vendors shall adhere to good neighbor policies, including parking on-campus and ceasing any outdoor use, including field lighting, by 10:00 pm. Such good neighbor policies shall be reviewed and approved by the Development Services Department prior to an event.
4. Implementation of any project in this Master Plan shall require the issuance of a "Notice of Zoning Approval" by the Planning Division indicating the project is in compliance with the overall Master Plan. If individual projects are proposed that require modifications to the approved Master Plan, those projects shall be processed as minor or major Master Plan amendments (depending on the nature of the changes) and may be subject to Zoning Administrator approval.
5. If parking shortages or other parking-related problems arise, the University shall institute whatever reasonable operational measures necessary to minimize or eliminate the problem.
6. During athletic events on-campus that involve persons from outside the campus, the University shall provide on-site parking and adopt policies and procedures requiring patrons to use such parking, including, but not limited to, the use of directional signs, parking attendants, etc. A copy of the on-site parking policies and procedures for outside organizations shall be provided to the Development Services Department and the Transportation Services Division for review and approval prior to an event.
7. After any athletic event on campus, the University shall be responsible for trash removal both on the campus and in the public rights-of-way immediately adjacent to the campus.
8. The driveway leading to the maintenance facilities on Vanguard Way shall be posted with a sign stating "Parking for Vanguard Employees Only".
9. Noise–generating work at the Maintenance & Operations/Warehousing area shall be permitted to be conducted outside the building, only between the hours of 7:00 AM to 6:00 PM, Monday through Friday.

10. The elevations for the maintenance building facing toward residential properties shall be designed with view obscuring, non-openable windows subject to review by the Development Services Department.
11. Prior to the issuance of building permits for any individual project in this Master Plan, the University shall provide the current student enrollment and the pre- and post-project number of parking spaces to verify that the number of required on-site parking spaces is being provided.
12. Any future increases above the 2,700 maximum projected enrollment shall be subject to the approval of a Major Master Plan Amendment by the Zoning Administrator to determine that adequate onsite parking for the enrollment increase has been provided.

13. Mitigation measures from the IS/MND for this project have been included as Exhibit C. If any of these conditions are removed or substantially modified, the Planning Commission must make a finding that the project will not result in significant environmental impacts.
14. The conditions of approval including Mitigation Measures incorporated by reference in these Conditions of Approval as Exhibit C, code requirements, and special district requirements of PA-17-11 shall be blueprinted on the face of the site plan as part of the plan check submittal package.
15. Prior to issuance of building permits, a final landscape plan indicating the landscape palette and the design/material of paved areas shall be submitted for review and approval by the Planning Division.
16. Landscaping and irrigation shall be installed in accordance with the approved plans prior to final inspection or occupancy clearance.
17. Prior to issuance of building permits, developer shall contact the U.S. Postal Service with regard to location and design of mail delivery facilities. Such facilities shall be shown on the site plan, landscape plan, and/or floor plan.
18. No exterior roof access ladders, roof drain scuppers, or roof drain downspouts are permitted. This condition relates to visually prominent features of scuppers or downspouts that not only detract from the architecture but may be spilling water from overhead without an integrated gutter system which would typically channel the rainwater from the scupper/downspout to the ground. An integrated downspout/gutter system which is painted to match the building would comply with the condition. This condition shall be completed under the direction of the Planning Division.
19. Prior to the issuance of Building Permits, the Applicant shall submit a Lighting Plan and Photometric Study for the approval of the City's Development Services Department. The Lighting Plan shall demonstrate compliance with the following:

    The mounting height of lights on light standards shall not exceed 18 feet in any location on the project site unless approved by the Development Services Director.

- The intensity and location of lights on buildings shall be subject to the Development Services Director's approval.
- All site lighting fixtures shall be provided with a flat glass lens. Photometric calculations shall indicate the effect of the flat glass lens fixture efficiency.
- Lighting design and layout shall limit spill light to no more than 0.5 foot-candle at the property line of the surrounding neighbors, consistent with the level of lighting that is deemed necessary for safety and security purposes on-site.
- Glare shields may be required for select light standards.

20. It is recommended that the project incorporate green building design and construction techniques where feasible. The applicant may contact the Building Safety Division at (714) 754-5273 for additional information. CAL Green Code or higher as determined by applicant.
21. Prior to issuance of grading permits, developer shall submit for review and approval a Construction Management Plan. This plan features methods to minimize disruption to the neighboring residential uses to the fullest extent that is reasonable and practicable. The plan shall include construction parking and vehicle access and specifying staging areas and delivery and hauling truck routes. The plan should mitigate disruption to residents during construction. The truck route plan shall preclude truck routes through residential areas and major truck traffic during peak hours. The total truck trips to the site shall not exceed 200 trucks per day (i.e., 100 truck trips to the site plus 100 truck trips from the site) unless approved by the Development Services Director or Transportation Services Manager.
22. The subject property's ultimate finished grade level may not be filled/raised in excess of 36 inches above the finished grade of any abutting property. If additional fill dirt is needed to provide acceptable on-site storm water flow to a public street, an alternative means of accommodating that drainage shall be approved by the City's Building Official prior to issuance of any grading or building permits. Such alternatives may include subsurface tie-in to public storm water facilities, subsurface drainage collection systems and/or sumps with mechanical pump discharge in-lieu of gravity flow. If mechanical pump method is determined appropriate, said mechanical pump(s) shall continuously be maintained in working order. In any case, development of subject property shall preserve or improve the existing pattern of drainage on abutting properties.
23. The applicant shall contact the Planning Division to arrange a Planning inspection of the site prior to the release of occupancy/utilities. This inspection is to confirm that the conditions of approval and code requirements have been satisfied.
24. Transformers, backflow preventers, and any other approved above-ground utility improvement shall be located outside of the required street setback area and shall be screened from view, under direction of

Planning staff. Any deviation from this requirement shall be subject to review and approval of the Development Services Director.

25. A comprehensive sign program shall be submitted for all on-site signs (i.e., monument, directional, wall mounted) for review and approval of the Development Services Director prior to issuance of sign permits.

26. The applicant shall defend, indemnify, and hold harmless the City, its elected and appointed officials, agents, officers and employees from any claim, action, or proceeding (collectively referred to as "proceeding") brought against the City, its elected and appointed officials, agents, officers or employees arising out of, or which are in any way related to, the applicant's project, or any approvals granted by City related to the applicant's project. The indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and cost of suit, attorney's fees, and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by the applicant, the City and/or the parties initiating or bringing such proceeding. This indemnity provision shall include the applicant's obligation to indemnify the City for all the City's costs, fees, and damages that the City incurs in enforcing the indemnification provisions set forth in this section. City shall have the right to choose its own legal counsel to represent the City's interests, and applicant shall indemnify City for all such costs incurred by City.

27. In the event that archaeological resources are encountered during grading and construction, all construction activities shall be temporarily halted or redirected to permit the sampling, identification, and evaluation of archaeological materials as determined by the City, who shall establish, in cooperation with the project Applicant and a certified archaeologist, the appropriate procedures for exploration and/or salvage of the artifacts.

28. Prior to issuance of Certificate of Occupancy (C of O), the applicant shall provide a scaled and dimensioned digital site plan(s) for the project site, on either a CD or thumb drive, to the Planning Division. All site plans shall include an accurate and precise drawing of all building footprints and property line locations for the entire project site. All buildings shall be annotated with its corresponding address and suites if applicable.

29. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the

discovery. The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Eng. 30. Maintain the public right-of-way in a "wet-down" condition to prevent excessive dust and promptly remove any spillage from the public right-of-way by sweeping or sprinkling.

CODE REQUIREMENTS (NOTE: CODE REQUIREMENTS SHALL BE COMPLIED WITH AT TIME OF CONSTRUCTION OF ANY PROJECT IN THIS MASTER PLAN)

The following list of federal, state and local laws applicable to the project has been compiled by staff for the applicant's reference. Any reference to "City" pertains to the City of Costa Mesa.

Plng. 1. All contractors and subcontractors must have valid business licenses to do business in the City of Costa Mesa. Final inspections, final occupancy and utility releases will not be granted until all such licenses have been obtained.

2. Address assignment shall be requested from the Planning Division prior to submittal of working drawings for plan check. The approved address of individual units, suites, buildings, etc., shall be blueprinted on the site plan and on all floor plans in the working drawings.

3. Prior to issuance of building permits, applicant shall contact the US Postal Service with regard to location and design of mail delivery facilities. Such facilities shall be shown on the site plan, landscape plan, and/or floor plan.

4. All noise-generating construction activities shall be limited to 7 a.m. to 7 p.m. Monday through Friday and 9 a.m. to 6 p.m. Saturday. Noise-generating construction activities shall be prohibited on Sunday and the following Federal holidays: New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

5. Two (2) sets of detailed landscape and irrigation plans, which meet the requirements set forth in Costa Mesa Municipal Code Sections 13-101 through 13-108 and the City's Water Efficient Landscape Guidelines, shall be required as part of the project plan check review and approval process. Plans shall be forwarded to the Planning Division for final approval prior to issuance of building permits.

6. Two (2) sets of landscape and irrigation plans, approved by the Planning Division, shall be attached to two of the final building plan sets.

7. All on-site utility services shall be installed underground.

8. Installation of all utility meters shall be performed in a manner so as to obscure the installation from view from any place on or off the property.

The installation shall be in a manner acceptable to the public utility and shall be in the form of a vault, wall cabinet, or wall box under the direction of the Planning Division.

9. Any mechanical equipment such as air-conditioning equipment and duct work shall be screened from view in a manner approved by the Planning Division.

10. The project shall comply with the NPDES requirements, as follows:

    - Construction General Permit Notice of Intent (NOI) Design: Prior to the issuance of preliminary or precise grading permits, the project Applicant shall provide the City Engineer with evidence that an NOI has been filed with the Storm Water Resources Control Board (SWRCB). Such evidence shall consist of a copy of the NOI stamped by the SWRCB or Regional Water Quality Control Board (RWQCB), or a letter from either agency stating that the NOI has been filed.
    - Construction Phase Storm Water Pollution Prevention Plan (SWPPP): Prior to the issuance of grading permits, the Applicant shall prepare a SWPPP that complies with the Construction General Permit and will include at a minimum the following:
    - Discuss in detail the BMPs planned for the project related to control of sediment and erosion, nonsediment pollutants, and potential pollutants in non-storm water discharges;
    - Describe post-construction BMPs for the project;
    - Explain the maintenance program for the project's BMPs
    - List the parties responsible for the SWPPP implementation and the BMP maintenance during and after grading. The project Applicant shall implement the SWPPP and modify the SWPPP as directed by the Construction General Permit.

Bldg. 11. The Applicant shall comply with the requirements of the 2016 California Building Code, 2016 California Residential Code, 2016 California Electrical Code, 2016 California Mechanical Code, 2016 California Plumbing Code 2016 California Green Building Standards Code, and the 2016 California Energy Code (or the applicable adopted California Building Code, California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards, California Energy Code at the time of plan submittal or permit issuance), and California Code of Regulations also known as the California Building Standards Code, as amended by the City of Costa Mesa. Areas of alteration and additions shall comply with 2016 California Green Building Standards Code section 5.303.2 and 5.303.2.

12. Prior to the issuance of Grading Permits, the project Applicant shall provide the City of Costa Mesa Department of Building Safety with a

geotechnical investigation of the project site detailing recommendations for remedial grading in order to reduce the potential of on-site soils to cause unstable conditions. Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code applicable at the time of grading, appropriate local grading regulations, and the recommendations of the geotechnical consultant as summarized in a final written report, subject to review by the City of Costa Mesa Department of Building Safety.

13. Submit precise grading plans, an erosion control plan, and a hydrology study.
14. The Applicant shall submit a soils report for this project. Soils Report recommendations shall be blueprinted on both the architectural and grading plans. For existing slopes or when new slopes are proposed, the Soils Report shall address how existing slopes or the new slopes will be maintained to avoid erosion or future failure.
15. On graded sites the top of exterior foundation shall extend above the elevation of the street gutter at point of discharge or the inlet of an approved discharge devise a minimum of 12 inches plus 2 percent. 2013 California Building Code Section 1808.7.4.
16. The ground immediately adjacent to the foundation shall be sloped away from the building at a slope of not less than 5% for a minimum distance of 10 feet measured perpendicular to the face of the wall per BCB Section 1804.3
17. All construction contractors shall comply with South Coast Air Quality Management District (SCAQMD) regulations, including Rule 403, Fugitive Dust. All grading (regardless of acreage) shall apply best available control measures for fugitive dust in accordance with Rule 403. To ensure that the project is in full compliance with applicable SCAQMD dust regulations and that there is no nuisance impact off the site, the contractor would implement each of the following:
    a. Moisten soil not more than 15 minutes prior to moving soil or conduct whatever watering is necessary to prevent visible dust emissions from exceeding 100 feet in any direction.
    b. Apply chemical stabilizers to disturbed surface areas (completed grading areas) within five days of completing grading or apply dust suppressants or vegetation sufficient to maintain a stabilized surface.
    c. Water excavated soil piles hourly or covered with temporary coverings.
    d. Water exposed surfaces at least twice a day under calm conditions. Water as often as needed on windy days when winds are less than 25 miles per day or during very dry weather in order to maintain a surface crust and prevent the release of visible emissions from the construction site.

e. Wash mud-covered tired and under-carriages of trucks leaving construction sites.
f. Provide for street sweeping, as needed, on adjacent roadways to remove dirt dropped by construction vehicles or mud, which would otherwise be carried off by trucks departing project sites.
g. Securely cover loads with a tight fitting tarp on any truck leaving the construction sites to dispose of debris.
h. Cease grading during period when winds exceed 25 miles per hour.

18. Prior to demolition activities, removal and/or abatement of asbestos containing building materials, lead based paints, and hazardous materials associated with the existing building materials, an investigation shall be conducted by a qualified environmental professional in consultation with the Costa Mesa Fire Department. An asbestos and hazardous materials abatement plan shall be developed by the qualified environmental professional, in order to clearly define the scope and objective of the abatement activities.

19. During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1529, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos. Asbestos-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.

20. During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1532.1, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead. Lead-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.

21. Prior to investigations, demolition, or renovation, all activities shall be coordinated with Dig Alert (811).

22. Visual inspections for areas of impact to soil shall be conducted during site grading. If unknown or suspect materials are discovered during construction by the contractor that are believed to involve hazardous wastes or materials, the contractor shall:

- Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
- Notify the City Engineer and Costa Mesa Fire Department;
- Secure the area(s) in question;

Implement required corrective actions, including remediation if applicable.

23. In order to comply with the 2003 DAMP, the project shall prepare a Storm Drain Plan, Stormwater Pollution Prevention Plan (SWPPP), and Water Quality Management Plan (WQMP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements, prepared by a Licensed Civil Engineer or Environmental Engineer, which shall be submitted to the Department of Public Services for review and approval.

    - The SWPPP shall be prepared and updated as needed during the course of construction to satisfy the requirements of each phase of development.
    - The plan shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to eliminate polluted runoff until all construction work for the project is completed. The SWPPP shall include treatment and disposal of all dewatering operation flows and for nuisance flows during construction.
    - A WQMP shall be maintained and updated as needed to satisfy the requirements of the adopted NPDES program.
    - The plan shall ensure that the existing water quality measures for all improved phases of the project are adhered to. Location of the BMPs shall not be within the public right-of-way.

24. Prior to the issuance of any Grading Permit, the Applicant shall:

    - Prepare a detailed Hydrology Study, approved by the City Engineer.
    - Design all storm drain facilities, approved by the City Engineer, for 25-year storm event protection.
    - Design all storm drains in the public right-of-way to be a minimum of 24 inches by City of Costa Mesa requirements and in accordance with the Orange County Local Drainage Manual including a minimum spacing between manholes of 300 feet.

25. Prior to approval of Plans, the project shall fulfill the City of Costa Mesa Drainage Ordinance No. 06-19 requirements.

26. The project Applicant shall submit grading plans, an erosion control plan, and a hydrology study.

Trans.

27. Construct all proposed driveway approaches to comply with city standards.

28. Fulfill mitigation of off-site traffic impacts at the time of issuance of occupancy by submitting to the Planning Division the required traffic impact fee pursuant to the prevailing schedule of charges adopted by

the City Council. The traffic impact fee is calculated including credits for all existing uses. NOTE: The Traffic Impact Fee will be recalculated at the time of issuance of building permit/certificate of occupancy based upon any changes in the prevailing schedule of charges adopted by the City Council and in effect at that time.

29. Close unused drive approaches, or portion of, with full height curb and gutter that comply with City Standards.

Eng. 30. At the time of development submit for approval an offsite plan to the engineering division and grading plan to the building division that shows sewer, water, existing parkway improvements and the limits of work on the site, and hydrology calculations, both prepared by a registered civil engineer or architect. Cross lot drainage shall not occur. Construction access approval must be obtained prior to building or engineering permits being issued by the city of costa mesa. Pay offsite plan check fee per section 13-231 of the C.C.M.M.C. and an approved offsite plan shall be required prior to engineering permits being issued by the City Of Costa Mesa.

31. A construction access permit and deposit will be required by city of costa mesa, engineering division prior to start of any on-site work, necessary during construction for street sweeping and to guarantee replacement costs in case of damage to existing public improvements.

32. Obtain a permit from the City of Costa Mesa, Engineering Division, at the time of development and then construct P.C.C. driveway approaches per City of Costa Mesa standards as shown on the offsite plan. Location and dimensions are subject to the approval of the transportation services manager. ADA compliance required for all new driveway approaches.

33. Obtain a permit from the City Of Costa Mesa, Engineering Division, at the time of development and then remove any existing driveways and/or curb depressions that will not be used and replace with full height curb and sidewalk.

34. Fulfill City Of Costa Mesa Drainage Ordinance No. 06-19 requirements prior to approval of plans.

Fire 35. Prior to the issuance of a Building Permit, the City of Costa Mesa Fire Department shall review and approve the developer's project design features to assess compliance with the California Building Code and California Fire Code.

36. Projections, including eaves, shall be one-hour fire resistive construction, heavy timber or of noncombustible material if they project into the 5-foot setback area from the property line. They may project a maximum of 12 inches beyond the 3-foot setback. CRC Tables R302.1(1) and R302.1(2).

37. The final Master Plan for development of the project shall provide sufficient capacity for fire flows required by the City of Costa Mesa Fire

Department.

38. Vehicular access shall be provided and maintained serviceable throughout construction to all required fire hydrants.

39. The project shall provide approved smoke detectors to be installed in accordance with the 2016 Edition of the Uniform Fire Code.

40. The project shall provide fire extinguishers with a minimum rating of 2A to be located within 75 feet of travel distance from all areas. Extinguishers may be of a type rated 2A, 10BC as these extinguishers are suitable for all types of fires and are less expensive.

41. The project shall provide a fire alarm system.

42. The project shall provide individual numeric signage for proposed residences with minimum 6 inches height.

43. As final building plans are submitted to the City of Costa Mesa for review and approval, the Costa Mesa Police Department shall review all plans for the purpose of ensuring that design requirements are incorporated into the building design to increase safety and avoid unsafe conditions. These measures focus on security measures are recommended by the Police Department, including but not limited to, the following:

    - Lighting shall be provided in open areas and parking lots.
    - Required building address numbers shall be readily apparent from the street and rooftop building identification shall be readily apparent from police helicopters for emergency response agencies.
    - Landscaping requirements (e.g., minimize use of hedges, use of low height shrubs for greater visibility).
    - Emergency vehicle parking areas shall be designated within proximity to buildings.
    - Prior to the issuance of a Building Permit, the City of Costa Mesa Police Department shall review and approve the developer's project design features to satisfy local requirements. The applicant shall then pay the appropriate fee in effect to mitigate the project's proportionate impact to additional demands on police protection services, if any.

Street Trees

44. All City trees shall be protected in place during construction. Damaged trees shall be replaced with a 24-inch box tree or larger. Tree species shall be determined by the City arborist.

SPECIAL DISTRICT REQUIREMENTS (NOTE: SPECIAL DISTRICT REQUIREMENTS SHALL BE COMPLIED WITH AT TIME OF CONSTRUCTION OF ANY PROJECT IN THIS MASTER PLAN)

The requirements of the following special districts are hereby forwarded to the applicant:

Sani.

1. Applicant will be required to construct sewers to serve this project, at his own expense, meeting the approval of the Costa Mesa Sanitary District.
2. County Sanitation District fees, fixture fees, inspection fees, and sewer permit are required prior to installation of sewer.
3. County Sanitation District fees, fixtures fees, inspection fees, and sewer permit are required prior to installation of sewer.
4. Applicant shall submit a plan showing sewer improvements that meets the District Engineer's approval to the Building Division as part of the plans submitted for plan check.
5. Applicant will be required to coordinate with the Costa Mesa Sanitary District to comply with all recommended studies and improvements, prior to issuance of a building permit.
6. Unless an offsite trash hauler is being used. The applicant shall contact the Costa Mesa Sanitary District to pay trash collection program fees and arrange for service for all new residences. Residences using bin or dumpster services are exempt from the requirement.
7. Applicant shall submit a plan showing sewer improvements that meets the District Engineer's approval to the Building Division as part of the plans submitted for plan check.
8. The applicant is required to contact the Costa Mesa Sanitary District at (714) 754-5307 to arrange final sign-off prior to certificate of occupancy being released.
9. Applicant shall contact Costa Mesa Sanitary District at (949) 654-8400 for any additional district requirements.

AQMD

10. Applicant shall contact the Air Quality Management District (AQMD) at (800) 288-7664 for potential additional conditions of development or for additional permits required by AQMD.

Water

11. Customer shall contact the Mesa Water District – Engineering Desk and submit an application and plans for project review. Customer must obtain a letter of approval and a letter of project completion from Mesa Water District.

School

12. Pay applicable Newport Mesa Unified School District fees to the Building Division prior is issuance of building permits.

State

13. Comply with the requirements of the California Department of Food and Agriculture (CDFA) to determine if red imported fire ants (RIFA) exist on

the property prior to any soil movement or excavation. Call CDFA at (714) 708-1910 for information.

EXHIBIT C

Table 1: Vanguard University Campus Master Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
3. Air Quality					
MM AIR-1: Prior to issuance of grading permits, the applicant shall submit documentation to the City of Costa Mesa demonstrating that all off-road construction equipment in excess of 50 horsepower is equipped with engines meeting the EPA Tier III off-road engine emission standards.	Verify submittal of documentation	Prior to issuance of grading permits	City of Costa Mesa		
4. Biological Resources					
MM BIO-1: Construction during Breeding Season and Pre-construction Breeding Bird Surveys To comply with the MBTA and the California Fish and Game Code, and to avoid and reduce direct and indirect impacts on migratory non-game breeding birds, and their nests, young, and eggs to less than significant levels, the following measures shall be implemented. • Project activities that would remove or disturb potential nest sites would be scheduled outside the breeding bird season, if feasible. The breeding bird nesting season is typically from February 15 through September 15, but can vary slightly from year to year, usually depending on weather conditions. Removing all physical features that could potentially serve as nest sites outside of the breeding bird season also would help to prevent birds from nesting within the project site during the breeding season and during construction activities. • If project activities that would remove or disturb potential nest sites cannot be avoided during February 15 through September 15, a qualified biologist would conduct a pre-construction clearance and nesting bird survey to search for all potential nesting areas, breeding birds, and active nests or nest sites within the limits of project disturbance up to seven days prior to mobilization, staging and other disturbances. The survey shall end no more than three days prior to vegetation, substrate, and structure removal and/or disturbance.	Verify submittal of documentation; notes on construction plans; conduct site inspection	During construction activities	City of Costa Mesa		

Table 1 (cont.): Vanguard University Campus Master Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
• If no breeding birds or active nests are observed during the pre-construction survey, or if they are observed and would not be disturbed, then project activities may begin and no further mitigation would be required. • If an active bird nest is located during the pre-construction survey and potentially would be disturbed, a no-activity buffer zone would be delineated on maps and marked (flagging or other means) up to 500 feet for special-status avian species and raptors, or 75 feet for non-special-status avian species. The limits of the buffer would be demarcated so as to not provide a specific indicator of the location of the nest to predators or people. Materials used to demarcate the nests would be removed as soon as work is complete or the fledglings have left the nest. The biologist would determine the appropriate size of the buffer zone based on the type of activities planned near the nest and bird species because some bird species are more tolerant than others to noise and other disturbances. Buffer zones would not be disturbed until a qualified biologist determines that the nest is inactive. Additionally, the area would also not be disturbed until the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young would no longer be impacted by project activities. • Birds or their active nests will not be disturbed, captured, handled, or moved. Inactive nests may be moved by a qualified biologist, if necessary, to avoid disturbance by project activities.					

Table 1 (cont.): Vanguard University Campus Master Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
5. Cultural and Tribal Cultural Resources					
MM CUL-1: In the event that buried cultural resources are discovered during construction, operations shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The qualified archeologist and shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Potentially significant cultural resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria.	Verify submittal of documentation; notes on construction plans; site inspection (if necessary)	During construction activities	City of Costa Mesa		
MM CUL-2: If the resources are determined to be unique historic resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.	Verify appropriate mitigation measures have been identified (if necessary)	During construction activities	City of Costa Mesa		
MM CUL-3: No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any archaeological artifacts recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the Lead Agency where they would be afforded long-term preservation to allow future scientific study.	Verify no further grading has occurred (if necessary)	During construction activities	City of Costa Mesa		

Table 1 (cont.): Vanguard University Campus Master Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
MM CUL-4: In the event that fossils or fossil-bearing deposits are discovered during construction activities, excavations within a 50-foot radius of the find shall be temporarily halted or diverted. The project contractor shall notify a qualified paleontologist, approved by the County of Orange, to examine the discovery. The paleontologist shall document the discovery as needed (in accordance with Society of Vertebrate Paleontology [1995] standards), evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5.	Verify submittal of documentation (if necessary)	During construction activities	City of Costa Mesa		
MM CUL-5: A qualified paleontological monitor will be on-site to monitor all excavations occurring at depths of 8 feet or deeper. In the event of an important paleontological discovery, the paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction activities are allowed to resume at the location of the find. If the Applicant determines that avoidance is not feasible, and the paleontologist cannot easily jacket and/or remove the specimen(s), the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The plan shall be submitted to the Lead Agency for review and approval prior to implementation, and the Applicant shall adhere to the recommendations in the plan.	Confirm presence of a qualified paleontological monitor on-site	During construction activities	City of Costa Mesa		
8. Hazards and Hazardous Materials					
MM HAZ-1: Based on the age of the existing improvements, there is a potential that asbestos-containing materials (ACMs) and lead-based paints (LBPs) are present within the on-site structures. In the event that on-site structures are to be impacted or demolished during redevelopment/construction activities, an asbestos and lead paint survey shall be conducted prior to the disturbance or removal of any suspect ACMs and	Confirm an asbestos and lead paint survey has been conducted	Prior to disturbance or removal of suspect ACMs and LBPs	City of Costa Mesa		

Table 1 (cont.): Vanguard University Campus Master Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
LBPs; these materials should be characterized for asbestos and lead by a reliable method. All activities involving ACMs and LBPs shall be conducted in accordance with governmental regulations.					
9. Hydrology and Water Quality					
MM HYD-1: A preliminary WQMP shall be prepared and submitted to the City for approval prior to the issuance of grading permits.	Confirm a preliminary WQMP has been prepared for the project	Prior to issuance of grading permits	City of Costa Mesa		
12. Noise					
MM NOI-1: Implementation of the following multi-part mitigation measure is required to reduce potential construction period noise impacts: • The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment. • The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited. • The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists. • At all times during project grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from adjacent residences. • The construction contractor shall ensure that the construction staging areas shall be located to create the greatest feasible distance between the staging area and noise-sensitive receptors nearest the project site.	Inspect and confirm compliance with mitigation measures	During construction activities	City of Costa Mesa		

Table 1 (cont.): Vanguard University Campus Master Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
• The construction contractor shall ensure that all on-site demolition and construction activities, including deliveries and engine warm-up, shall be restricted to the hours between 7:00 a.m. and 7:00 p.m., Monday through Friday, and between 9:00 a.m. and 6:00 p.m. on Saturday. Construction work is not to be performed on Sunday or on the federal holidays that are listed in the City ordinances.					
16. Transportation/Traffic					
MM TRANS-1: During the construction of the residential dorms, the project developer shall construct Vanguard Way from Morristown Lane to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary, to the satisfaction of the Department of Public Works.	Inspect and confirm construction of Vanguard Way from Morristown Lane to the south project boundary at its ultimate half-section width	During the construction of the residential dorms	City of Costa Mesa		
MM TRANS-2: During the construction in the area along Fair Drive, the project developer shall construct Fair Drive from Civic Center to Newport Boulevard South at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary, to the satisfaction of the Department of Public Works.	Inspect and confirm construction of Fair Drive from Civic Center to Newport Boulevard South at its ultimate half-section width	During the construction in the area along Fair Drive	City of Costa Mesa		
MM TRANS-3: During the construction of the area along Newport Boulevard, the project developer shall construct Newport Boulevard South from Fair Drive to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary, to the satisfaction of the Department of Public Works.	Inspect and confirm construction of Newport Boulevard South from Fair Drive to the south project boundary at its ultimate half-section width	During the construction of the area along Newport Boulevard	City of Costa Mesa		
MM TRANS-4: Sufficient on-site parking shall be provided to meet City of Costa Mesa parking code requirements.	Verify on-site parking complies with City parking code requirements	Prior to issuance of a certificate of occupancy	City of Costa Mesa		

Table 1 (cont.): Vanguard University Campus Master Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
MM TRANS-5: On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project. Circulation within the project site should allow relatively free flow of vehicular traffic volumes with no constrictions.	Verify on-site traffic signing and striping have been implemented	Prior to issuance of a certificate of occupancy	City of Costa Mesa		
MM TRANS-6: Sight distance at project accesses shall comply with standard California Department of Transportation and City of Costa Mesa sight distance standards. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits.	Inspect and confirm sigh distance at project accesses comply with California Department of Transportation and City of Costa Mesa sight distance standards	Prior to issuance of a certificate of occupancy	City of Costa Mesa		
MM TRANS-7: As is the case for any roadway design, the City of Costa Mesa should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.	Inspect traffic operations in vicinity of project site	After project has been constructed	City of Costa Mesa		
17. Utilities and Service Systems					
MM UTL-1: To determine the available sewer capacity for the proposed project, a sewer flow study of the sewer line on Fair Drive is required. Flow studies typically consist of checking the master planned flows versus existing capacity along with installing flow meters in the pipe to check the level of existing flows. Once the flow study is completed by the applicant, the District shall determine if additional sewer capacity is necessary for the proposed project. In the event where additional capacity of the sewer is required, the Applicant shall pay a proportional fair-share cost as determined by the Costa Mesa Sanitary District.	Confirm a sewer flow study of sewer line on Fair Drive has been prepared	Prior to construction activities	City of Costa Mesa		

ATTACHMENT 5

Picture presentation by Bill Mitchell Monticello Community Board Member

Pictures 1-6 current state of planters surrounding soccer field that was finished in 2013

Picture 7 new canopy that showed up last week. It was built over the weekend. Was this permitted? City staff does not know anything about it.

Pictures 8-11 are the current Maintenance yard.

70

1


'71
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4


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S


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WM
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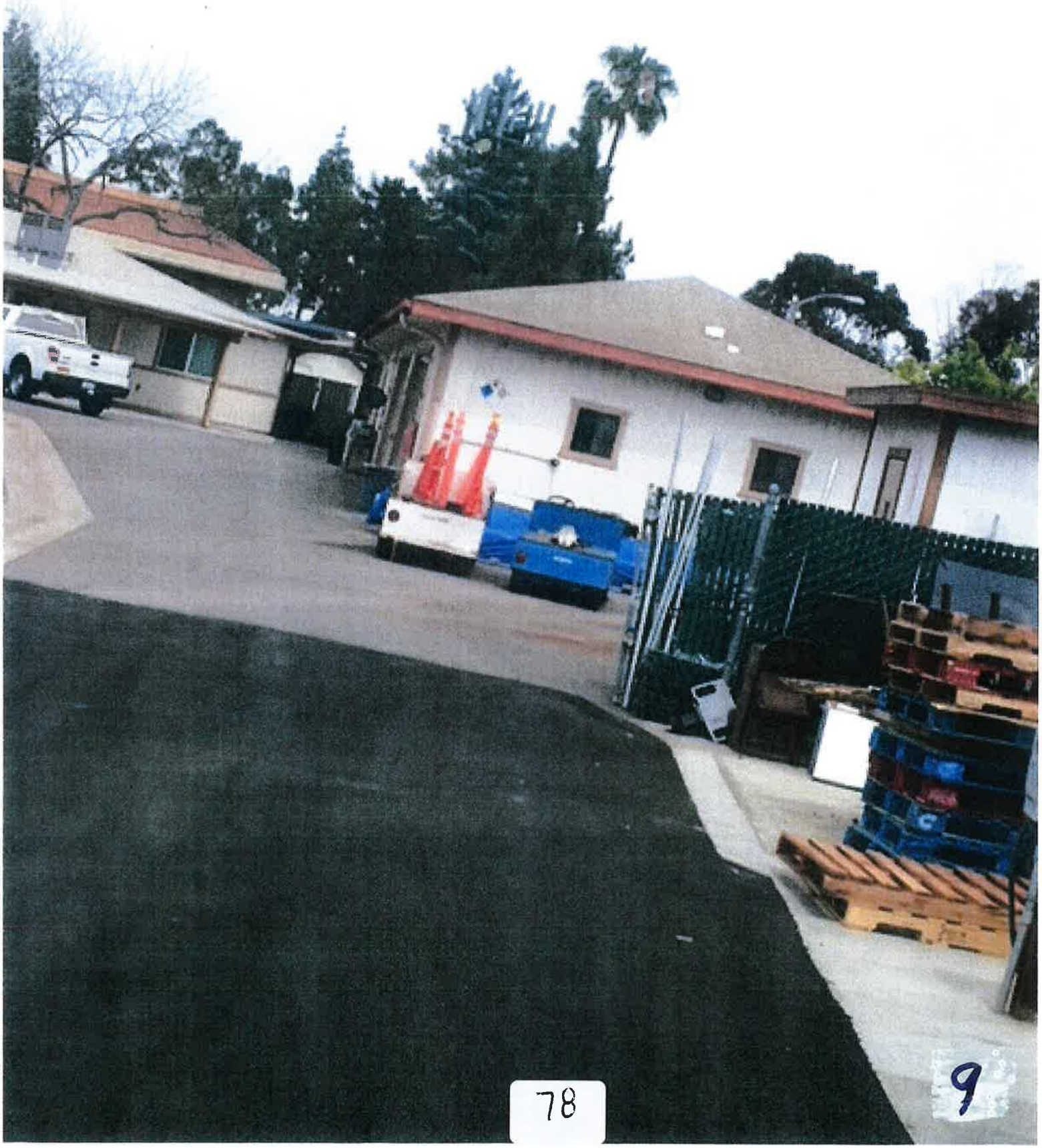
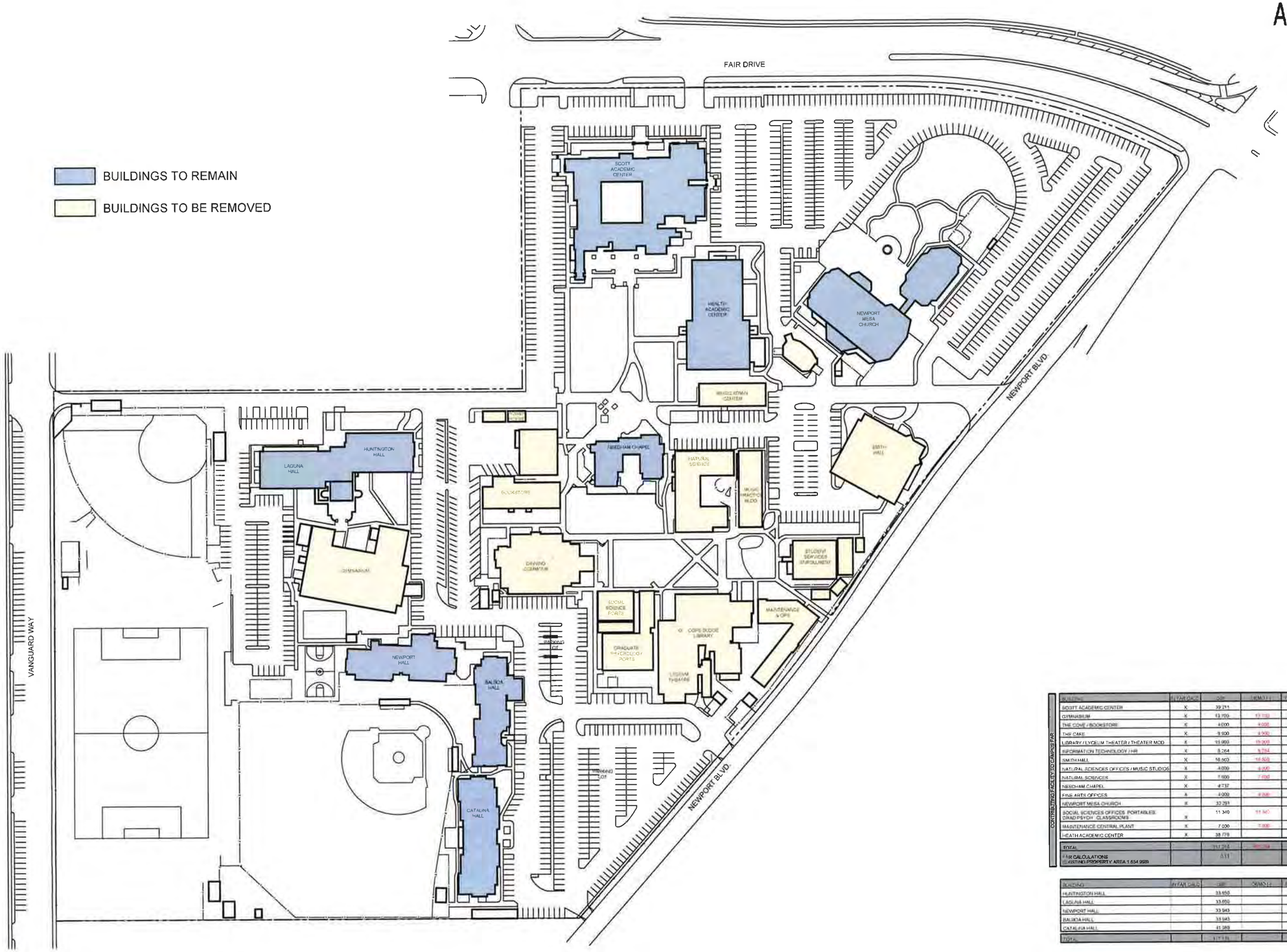


9


79
10


80



BUILDING	IN FAR CALC	GSF	DEMO (-)	TO REMAIN
SCOTT ACADEMIC CENTER	X	39,211		39,211
GYMNASIUM	X	13,700	13,700	
THE COVE / BOOKSTORE	X	4,000	4,000	
THE CAVE	X	9,500	9,500	
LIBRARY / LYCEUM THEATER / THEATER MOD	X	19,000	19,000	
INFORMATION TECHNOLOGY / HR	X	8,264	8,264	
SMITH HALL	X	16,503	16,503	
NATURAL SCIENCES OFFICES / MUSIC STUDIOS	X	4,000	4,000	
NATURAL SCIENCES	X	7,500	7,500	
NEEDHAM CHAPEL	X	4,737		4,737
FINE ARTS OFFICES	X	4,000	4,000	
NEWPORT MESA CHURCH	X	32,291		32,291
SOCIAL SCIENCES OFFICES PORTABLES, GRAD PSYCH CLASSROOMS	X	11,340	11,340	
MAINTENANCE CENTRAL PLANT	X	7,000	7,000	
HEATH ACADEMIC CENTER	X	38,778		38,778
TOTAL		317,264	199,046	118,018
FAR CALCULATIONS (EXISTING PROPERTY AREA 1,654,999)		0.19		0.071

CONTRIBUTING FACILITY TO CAMPUS FAR

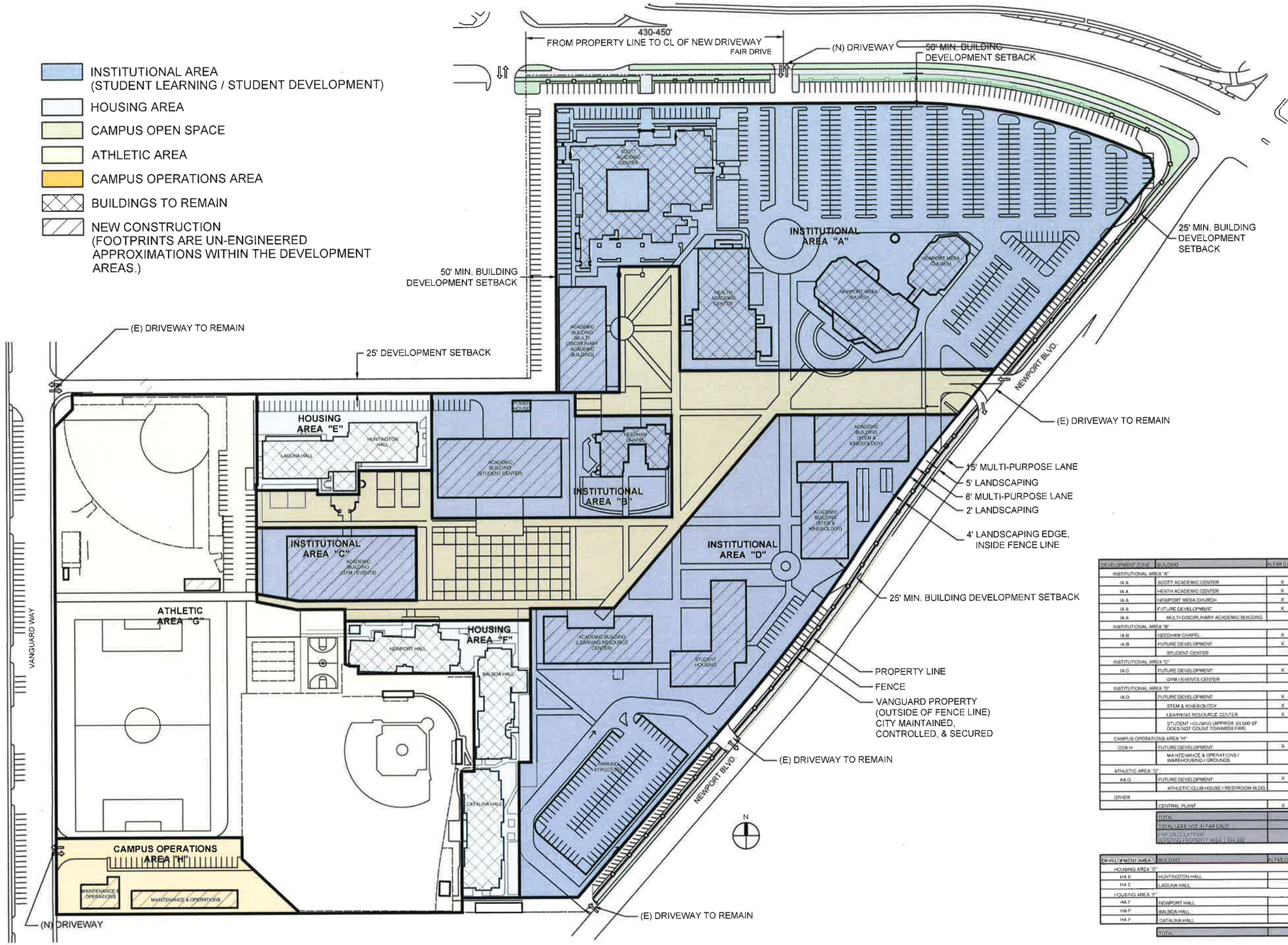
BUILDING	IN FAR CALC	GSF	DEMO (-)	TO REMAIN
HUNTINGTON HALL		33,650		33,650
LAGUNA HALL		33,650		33,650
NEWPORT HALL		33,943		33,943
BALBOA HALL		33,943		33,943
CATALINA HALL		41,989		41,989
TOTAL		177,175		177,175

MP 1.0 · EXISTING PLAN

CONTRIBUTING FACILITY TO CAMPUS FAR

BUILDING	IN FAR CALC.	GSF	DEMO (-)	TO REMAIN
SCOTT ACADEMIC CENTER	X	39,211		39,211
GYMNASIUM	X	13,700	13,700	
THE COVE / BOOKSTORE	X	4,000	4,000	
THE CAFE	X	9,900	9,900	
LIBRARY / LYCEUM THEATER / THEATER MOD.	X	15,900	15,900	
INFORMATION TECHNOLOGY / HR	X	8,264	8,264	
SMITH HALL	X	16,500	16,500	
NATURAL SCIENCES OFFICES / MUSIC STUDIOS	X	4,000	4,000	
NATURAL SCIENCES	X	7,600	7,600	
NEEDHAM CHAPEL	X	4,737		4,737
FINE ARTS OFFICES	X	4,000	4,000	
NEWPORT MESA CHURCH	X	32,291		32,291
SOCIAL SCIENCES OFFICES, PORTABLES, GRAD PSYCH , CLASSROOMS	X	11,340	11,340	
MAINTENANCE CENTRAL PLANT	X	7,000	7,000	
HEATH ACADEMIC CENTER	X	38,776		38,776
TOTAL		217,219	102,204	115,015
FAR CALCULATIONS (EXISTING PROPERTY AREA 1,654,998)		0.13		0.069

BUILDING	IN FAR CALC.	GSF	DEMO (-)	TO REMAIN
HUNTINGTON HALL		33,650		33,650
LAGUNA HALL		33,650		33,650
NEWPORT HALL		33,943		33,943
BALBOA HALL		33,943		33,943
CATALINA HALL		41,989		41,989
TOTAL		177,175		177,175

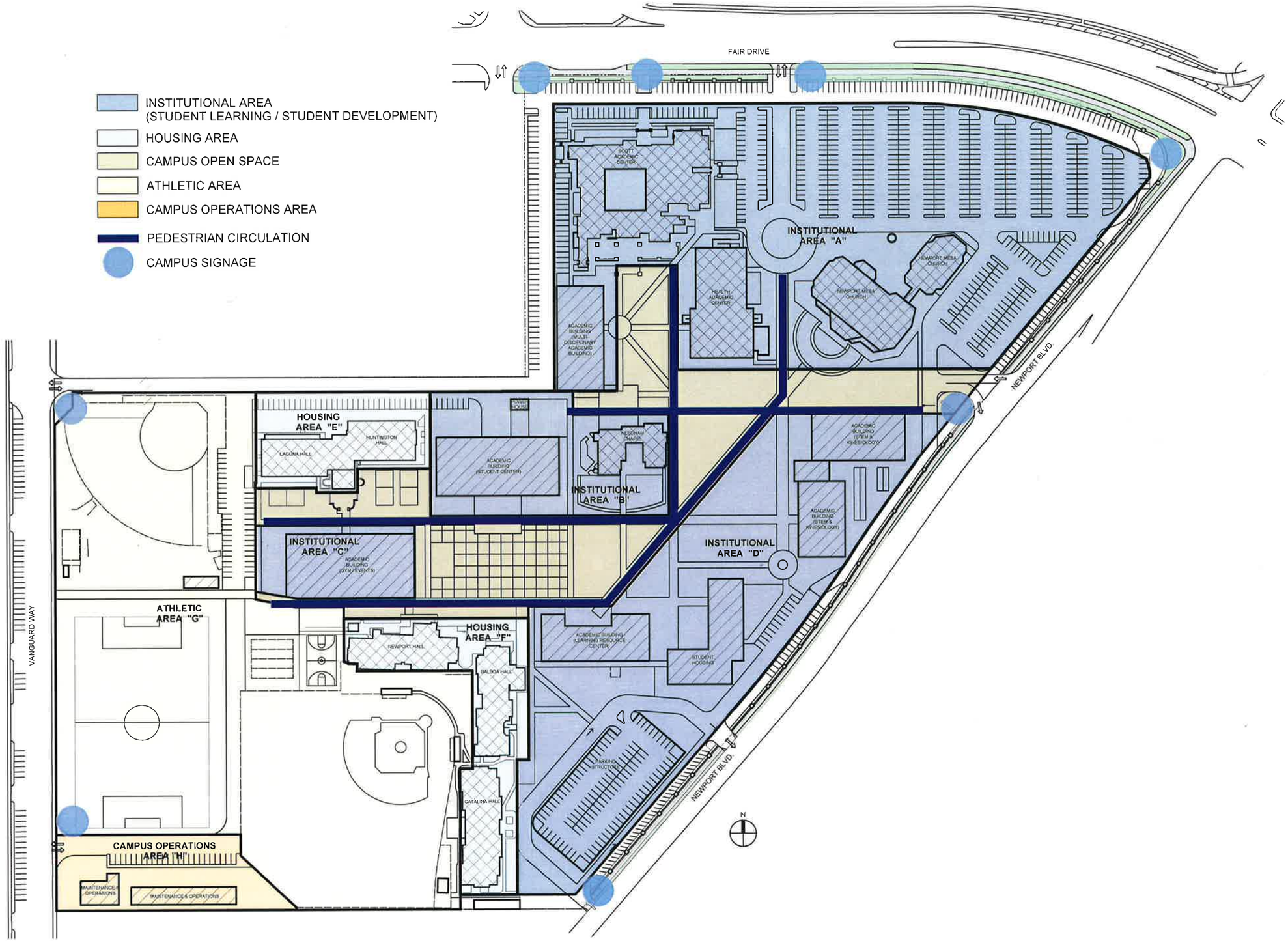


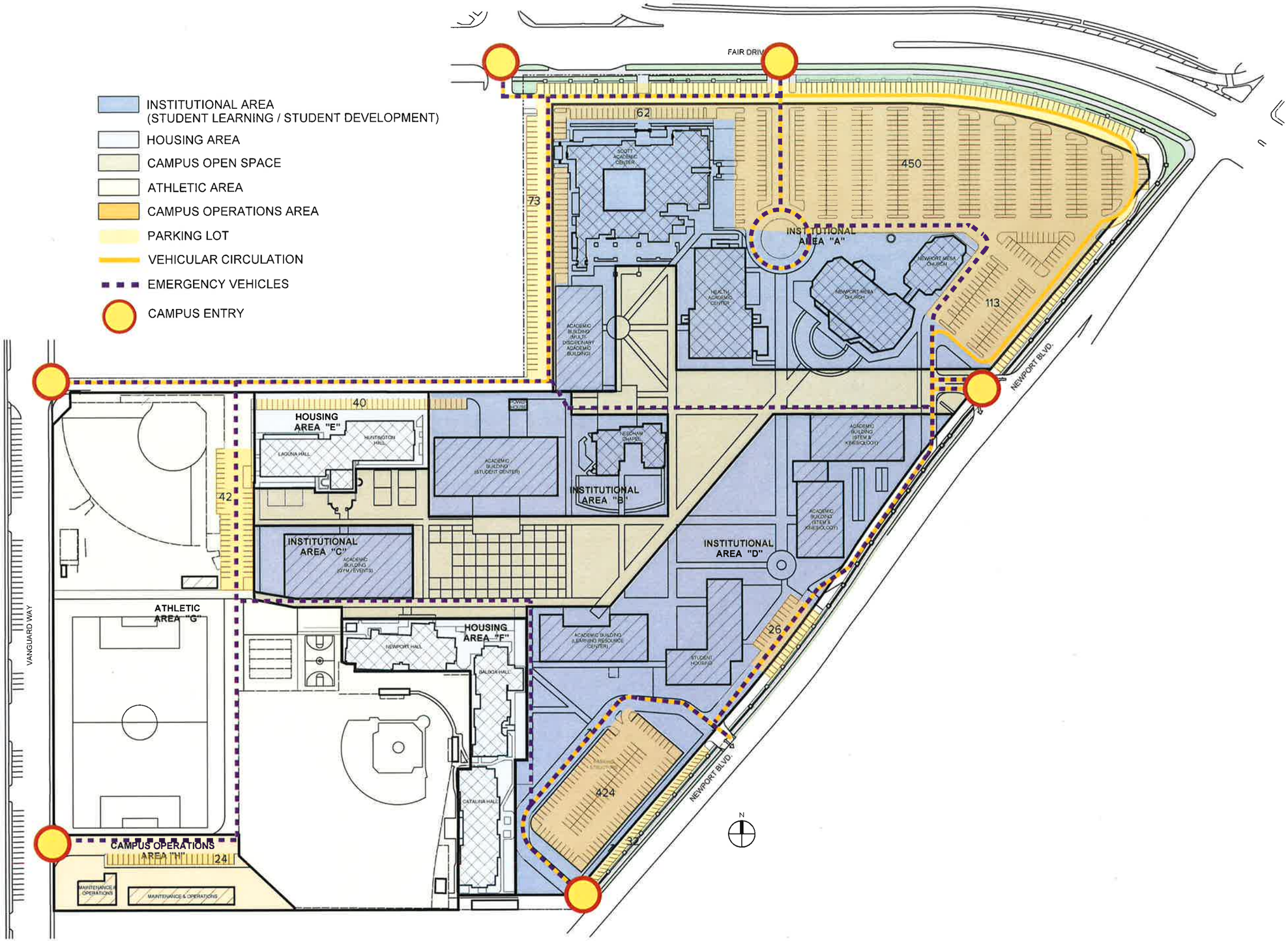
DEVELOPMENT ZONE	BUILDING	IN FAR CALC	GSF
INSTITUTIONAL AREA "A"			
IA A	SCOTT ACADEMIC CENTER	X	39,211
IA A	HEATH ACADEMIC CENTER	X	38,778
IA A	NEWPORT MESA CHURCH	X	32,291
IA A	FUTURE DEVELOPMENT:	X	±48,000
IA A	MULTI-DISCIPLINARY ACADEMIC BUILDING		
INSTITUTIONAL AREA "B"			
IA B	NEEDHAM CHAPEL	X	4,737
IA B	FUTURE DEVELOPMENT:	X	±50,000
	STUDENT CENTER		
INSTITUTIONAL AREA "C"			
IA C	FUTURE DEVELOPMENT:	X	±49,000
	GYM / EVENTS CENTER		
INSTITUTIONAL AREA "D"			
IA D	FUTURE DEVELOPMENT:	X	±172,000
	STEM & KINESIOLOGY	X	
	LEARNING RESOURCE CENTER	X	
	STUDENT HOUSING (APPROX. 60,000 SF. DOES NOT COUNT TOWARDS FAR)		
CAMPUS OPERATIONS AREA "H"			
COA H	FUTURE DEVELOPMENT:	X	±20,000
	MAINTENANCE & OPERATIONS / WAREHOUSING / GROUNDS		
ATHLETIC AREA "G"			
AA G	FUTURE DEVELOPMENT:	X	±5,000
	ATHLETIC CLUB HOUSE / RESTROOM BLDG		
OTHER			
	CENTRAL PLANT	X	± 5,000
	TOTAL:		473,011
	TOTAL LESS (NOT IN FAR CALC)		411,011
	FAR CALCULATIONS (EXISTING CAPACITY AREA 1,654,888)		0.25

DEVELOPMENT AREA	BUILDING	IN FAR CALC	GSF
HOUSING AREA "E"			
HA E	HUNTINGTON HALL		33,650
HA E	LAGUNA HALL		33,650
HOUSING AREA "F"			
HA F	NEWPORT HALL		33,943
HA F	BALBOA HALL		33,943
HA F	CATALINA HALL		41,989
	TOTAL:		177,175

DEVELOPMENT ZONE	BUILDING	IN FAR CALC.	GSF
INSTITUTIONAL AREA "A"			
IA A	SCOTT ACADEMIC CENTER	X	39,211
IA A	HEATH ACADEMIC CENTER	X	38,776
IA A	NEWPORT MESA CHURCH	X	32,291
IA A	FUTURE DEVELOPMENT:	X	≤46,000
IA A	MULTI-DISCIPLINARY ACADEMIC BUILDING		
INSTITUTIONAL AREA "B"			
IA B	NEEDHAM CHAPEL	X	4,737
IA B	FUTURE DEVELOPMENT:	X	≤50,000
	STUDENT CENTER		
INSTITUTIONAL AREA "C"			
IA C	FUTURE DEVELOPMENT:	X	≤60,000
	GYM / EVENTS CENTER		
INSTITUTIONAL AREA "D"			
IA D	FUTURE DEVELOPMENT:	X	≤172,000
	STEM & KINESIOLOGY	X	
	LEARNING RESOURCE CENTER	X	
	STUDENT HOUSING (APPROX. 60,000 SF; DOES NOT COUNT TOWARDS FAR)		
CAMPUS OPERATIONS AREA "H"			
COA H	FUTURE DEVELOPMENT:	X	≤20,000
	MAINTENANCE & OPERATIONS / WAREHOUSING / GROUNDS		
ATHLETIC AREA "G"			
AA G	FUTURE DEVELOPMENT:	X	≤5,000
	ATHLETIC CLUB HOUSE / RESTROOM BLDG.		
OTHER			
	CENTRAL PLANT	X	< 5,000
	TOTAL		473,015
	TOTAL LESS 'NOT IN FAR CALC'		413,015
	FAR CALCULATIONS (EXISTING PROPERTY AREA 1,654,998)		0.25

DEVELOPMENT AREA	BUILDING	IN FAR CALC.	GSF
HOUSING AREA "E"			
HA E	HUNTINGTON HALL		33,650
HA E	LAGUNA HALL		33,650
HOUSING AREA "F"			
HA F	NEWPORT HALL		33,943
HA F	BALBOA HALL		33,943
HA F	CATALINA HALL		41,989
	TOTAL		177,175


INSTITUTIONAL AREA
(STUDENT LEARNING / STUDENT DEVELOPMENT)
HOUSING AREA
CAMPUS OPEN SPACE
ATHLETIC AREA
CAMPUS OPERATIONS AREA
PEDESTRIAN CIRCULATION
CAMPUS SIGNAGE
FAIR DRIVE
NEWPORT BLVD.
VANGUARD WAY
INSTITUTIONAL AREA "A"
INSTITUTIONAL AREA "B"
INSTITUTIONAL AREA "C"
INSTITUTIONAL AREA "D"
HOUSING AREA "E"
HOUSING AREA "F"
ATHLETIC AREA "G"
CAMPUS OPERATIONS AREA "H"
SCOTT ACADEMIC CENTER
HEALTH ACADEMIC CENTER
NEWPORT MESA CHURCH
ACADEMIC BUILDING (MULTI-DISCIPLINARY ACADEMIC BUILDING)
ACADEMIC BUILDING (STUDENT CENTER)
NEWMAN CHAPEL
ACADEMIC BUILDING (STEM & KINESIOLOGY)
LAGUNA HALL
HUNTINGTON HALL
ACADEMIC BUILDING (GYM / EVENTS)
ACADEMIC BUILDING (LEARNING RESOURCE CENTER)
STUDENT HOUSING
NEWPORT HALL
BALBOA HALL
CATALINA HALL
PARKING STRUCTURE
MAINTENANCE & OPERATIONS
N



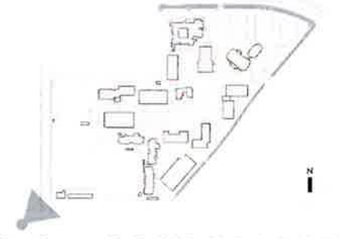
MP 2.2 - FRAMEWORK: VEHICULAR CIRCULATION, PARKING, EMERGENCY VEHIC.

1" = 60'


VANGUARD WAY
FAIR DRIVE
NEWPORT BLVD.
COSTA MESA FWY.


NEWPORT BLVD.
VANGUARD WAY
FAIR DRIVE


COSTA MESA FWY
NEWPORT BLVD
FAIR DRIVE
VANGUARD WAY



MP 3.3 - RENDERINGS

0 30 60 120 180

HPI architecture

115 22nd Street
Newport Beach, CA 92663

949.675.6442

CONSULTANTS

RLA
8841 RESEARCH DR
SUITE 200
IRVINE • CA 92618
949.387.1323
RIDGELA.COM

SEALS / APPROVALS

PROJECT TITLE
VANGUARD UNIVERSITY CAMPUS MASTER PLAN
55 FAIR DRIVE
COSTA MESA, CA. 92626
T: (714) 556-3610
vanguard.edu

VANGUARD UNIVERSITY

VANGUARD UNIVERSITY

SUBMITTALS

PROJECT IDENTIFICATION

DATE 4/6/2017

DRAWN BY

CHECKED BY

SHEET TITLE

EXISTING TREE INVENTORY PLAN

SHEET NUMBER

L1.1

J:\Dwgs\HPI\Vanguard University MP SD\van-tree-inventory.dwg Tue, 04 Apr 2017 6:02pm Plotted by: Loren

Tree No.	Botanical Name	Common Name	To Be Removed
1	ficus benjamina	weeping fig	
2	Ficus retusa	Banyan Fig	
3	Pyrus kawakamii	Evergreen Pear	
4	Ficus retusa	Banyan Fig	X
5	Pyrus kawakamii	Evergreen Pear	X
6	Pyrus kawakamii	Evergreen Pear	
7	Ficus retusa	Banyan Fig	
8	Albizia julibrissin	silk tree	
9	Ficus retusa	Banyan Fig	
10	Ficus retusa	Banyan Fig	
11	Ficus retusa	Banyan Fig	
12	Ficus retusa	Banyan Fig	
13	Ficus retusa	Banyan Fig	
14	Ficus retusa	Banyan Fig	
15	Ficus retusa	Banyan Fig	
16	Ficus retusa	Banyan Fig	
17	Ficus retusa	Banyan Fig	
18	Ficus retusa	Banyan Fig	
19	Ficus retusa	Banyan Fig	
20	Ficus retusa	Banyan Fig	
21	Ficus retusa	Banyan Fig	
22	Ficus retusa	Banyan Fig	
23	Ficus retusa	Banyan Fig	
24	Ficus retusa	Banyan Fig	
25	Ficus retusa	Banyan Fig	
26	Ficus retusa	Banyan Fig	
27	Ficus retusa	Banyan Fig	
28	Pyrus kawakamii	Evergreen Pear	
29	Pyrus kawakamii	Evergreen Pear	
30	Pyrus kawakamii	Evergreen Pear	
31	Cinnamomum camphora	Camphor Tree	
32	Cinnamomum camphora	Camphor Tree	
33	Cinnamomum camphora	Camphor Tree	
34	Cinnamomum camphora	Camphor Tree	
35	Cinnamomum camphora	Camphor Tree	
36	Cinnamomum camphora	Camphor Tree	
37	Cinnamomum camphora	Camphor Tree	
38	Cinnamomum camphora	Camphor Tree	
39	Cinnamomum camphora	Camphor Tree	
40	Cinnamomum camphora	Camphor Tree	
41	Cinnamomum camphora	Camphor Tree	
42	Syagrus romanzoffiana	Queen Palm	
43	Syagrus romanzoffiana	Queen Palm	
44	Syagrus romanzoffiana	Queen Palm	
45	Syagrus romanzoffiana	Queen Palm	
46	Rhus lancea	African Sumac	
47	Rhus lancea	African Sumac	
48	Rhus lancea	African Sumac	
49	Rhus lancea	African Sumac	
50	Tristania conferta	Brisbane Box	X
51	Podocarpus gracilior	Fern Pine	X
52	Podocarpus gracilior	Fern Pine	
53	Podocarpus gracilior	Fern Pine	
54	Podocarpus gracilior	Fern Pine	
55	Tristania conferta	Brisbane Box	
56	Podocarpus gracilior	Fern Pine	
57	Podocarpus gracilior	Fern Pine	
58	Tristania conferta	Brisbane Box	X
59	Magnolia grandiflora	Southern Magnolia	
60	Podocarpus gracilior	Fern Pine	
61	Podocarpus gracilior	Fern Pine	
62	Podocarpus gracilior	Fern Pine	
63	Podocarpus gracilior	Fern Pine	
64	Podocarpus gracilior	Fern Pine	
65	Podocarpus gracilior	Fern Pine	
66	Podocarpus gracilior	Fern Pine	X
67	Syagrus romanzoffiana	Queen Palm	
68	Syagrus romanzoffiana	Queen Palm	
69	Syagrus romanzoffiana	Queen Palm	
70	Syagrus romanzoffiana	Queen Palm	
71	Syagrus romanzoffiana	Queen Palm	
72	Syagrus romanzoffiana	Queen Palm	
73	Syagrus romanzoffiana	Queen Palm	X
74	Syagrus romanzoffiana	Queen Palm	
75	Syagrus romanzoffiana	Queen Palm	
76	Cassia leptophylla	Gold Medallion Tree	
77	Pinus canariensis	Canary Island pine	
78	Pinus canariensis	Canary Island pine	X
79	Ficus rubiginosa	Rusty fig	X
80	Cedrus deodra	Deodar cedar	X
81	Pinus canariensis	Canary Island pine	X
82	Pinus canariensis	Canary Island pine	X
83	Cedrus deodra	Deodar cedar	X
84	Cassia leptophylla	Gold Medallion Tree	X
85	Magnolia grandiflora	Southern Magnolia	X
86	Arbutus marina	Marina Marina Strawberry Tree	X
87	Arbutus marina	Marina Marina Strawberry Tree	X
88	Magnolia grandiflora	Southern Magnolia	
89	Tristania conferta	Brisbane Box	X
90	Tristania conferta	Brisbane Box	X
91	Tristania conferta	Brisbane Box	X
92	Tristania conferta	Brisbane Box	X
93	Tristania conferta	Brisbane Box	X
94	Tristania conferta	Brisbane Box	X
95	Tristania conferta	Brisbane Box	X
96	Tristania conferta	Brisbane Box	X
97	Tristania conferta	Brisbane Box	X
98	Tristania conferta	Brisbane Box	X
99	Tristania conferta	Brisbane Box	X
100	Ficus rubiginosa	Rusty fig	X
101	Ficus rubiginosa	Rusty fig	X
102	Ficus rubiginosa	Rusty fig	X
103	Washingtonia robusta	Mexican fan palm	X
104	Washingtonia robusta	Mexican fan palm	X
105	Washingtonia robusta	Mexican fan palm	X
106	Ficus rubiginosa	Rusty fig	X
107	Pinus canariensis	Canary Island pine	X
108	Pinus canariensis	Canary Island pine	X
109	Pinus canariensis	Canary Island pine	X
110	Pinus canariensis	Canary Island pine	X
111	Tristania conferta	Brisbane Box	X
112	Pinus canariensis	Canary Island pine	X
113	Pinus canariensis	Canary Island pine	X
114	Tristania conferta	Brisbane Box	
115	Tristania conferta	Brisbane Box	
116	Tristania conferta	Brisbane Box	
117	Tristania conferta	Brisbane Box	
118	Tristania conferta	Brisbane Box	
119	Melaleuca nesophila	Pink Melaleuca	X
120	Magnolia grandiflora	Southern Magnolia	
121	Magnolia grandiflora	Southern Magnolia	X
122	Magnolia grandiflora	Southern Magnolia	X
123	Magnolia grandiflora	Southern Magnolia	X
124	Cinnamomum camphora	Camphor Tree	X
125	Pinus halepensis	Aleppo pine	X
126	Prunus cerasifera	Cherry Plum	X
127	Schinus molle	California Pepper Tree	X
128	Syagrus romanzoffiana	Queen Palm	X
129	Syagrus romanzoffiana	Queen Palm	X
130	Syagrus romanzoffiana	Queen Palm	X
131	Schinus molle	California Pepper Tree	X
132	Pistacia chinensis	Chinese Pistache	X
133	Pistacia chinensis	Chinese Pistache	X
134	Schinus molle	California Pepper Tree	X
135	Syagrus romanzoffiana	Queen Palm	X
136	Cinnamomum camphora	Camphor Tree	X
137	Cinnamomum camphora	Camphor Tree	
138	Syagrus romanzoffiana	Queen Palm	X
139	Syagrus romanzoffiana	Queen Palm	X
140	Magnolia grandiflora	Southern Magnolia	X
141	Pistacia chinensis	Chinese Pistache	X
142	Magnolia grandiflora	Southern Magnolia	X
143	Magnolia grandiflora	Southern Magnolia	X
144	Salix babylonica	Babylon weeping willow	X
145	Syagrus romanzoffiana	Queen Palm	X
146	Syagrus romanzoffiana	Queen Palm	X
147	Melaleuca nesophila	Pink Melaleuca	X
148	Eucalyptus citriodora	Lemon Eucalyptus	
149	Eucalyptus citriodora	Lemon Eucalyptus	
150	Pinus canariensis	Canary Island pine	X
151	Pinus canariensis	Canary Island pine	
152	Pinus canariensis	Canary Island pine	
153	Pinus canariensis	Canary Island pine	
154	Pinus canariensis	Canary Island pine	
155	Pinus canariensis	Canary Island pine	
156	Pinus canariensis	Canary Island pine	
157	Ficus rubiginosa	Rusty Fig	X
158	Washingtonia robusta	Mexican fan palm	X
159	Washingtonia robusta	Mexican fan palm	X
160	Washingtonia robusta	Mexican fan palm	X
161	Washingtonia robusta	Mexican fan palm	X
162	Washingtonia robusta	Mexican fan palm	X
163	Washingtonia robusta	Mexican fan palm	X
164	Washingtonia robusta	Mexican fan palm	X
165	Washingtonia robusta	Mexican fan palm	X
166	Washingtonia robusta	Mexican fan palm	X
167	Washingtonia robusta	Mexican fan palm	X
168	Washingtonia robusta	Mexican fan palm	X
169			X
170	Eucalyptus citriodora	Lemon Eucalyptus	X
171	Eucalyptus citriodora	Lemon Eucalyptus	X
172			X
173			X
174	Eucalyptus citriodora	Lemon Eucalyptus	X
175	Eucalyptus citriodora	Lemon Eucalyptus	X
176	Eucalyptus citriodora	Lemon Eucalyptus	X
177	Eucalyptus citriodora	Lemon Eucalyptus	X
178	Tristania conferta	Brisbane Box	X
179	Tristania conferta	Brisbane Box	X
180	Tristania conferta	Brisbane Box	X
181	Tristania conferta	Brisbane Box	X
182	Tristania conferta	Brisbane Box	X
183	Tristania conferta	Brisbane Box	X
184	Tristania conferta	Brisbane Box	X
185	Tristania conferta	Brisbane Box	X
186	Tristania conferta	Brisbane Box	X
187	Tristania conferta	Brisbane Box	X
188	Tristania conferta	Brisbane Box	X
189	Tristania conferta	Brisbane Box	X
190	Tristania conferta	Brisbane Box	X
191	Tristania conferta	Brisbane Box	X
192	Tristania conferta	Brisbane Box	X
193	Tristania conferta	Brisbane Box	X
194	Pyrus kawakamii	Evergreen Pear	
195	Pyrus kawakamii	Evergreen Pear	
196	Pyrus kawakamii	Evergreen Pear	
197	Pyrus kawakamii	Evergreen Pear	
198	Pyrus kawakamii	Evergreen Pear	
199	Liquidambar styraciflua	American sweetgum	X
200	Liquidambar styraciflua	American sweetgum	X
201	Liquidambar styraciflua	American sweetgum	X
202	Eucalyptus citriodora	Lemon Eucalyptus	
203	Eucalyptus citriodora	Lemon Eucalyptus	X
204	Eucalyptus citriodora	Lemon Eucalyptus	
205	Eucalyptus citriodora	Lemon Eucalyptus	
206	Ficus rubiginosa	Rusty Fig	
207	Liquidambar styraciflua	American sweetgum	
208	Liquidambar styraciflua	American sweetgum	X
209	Liquidambar styraciflua	American sweetgum	
210	Liquidambar styraciflua	American sweetgum	X
211	Ficus rubiginosa	Rusty Fig	
212	Pyrus kawakamii	Evergreen Pear	X
213	Pyrus kawakamii	Evergreen Pear	
214	Pyrus kawakamii	Evergreen Pear	X
215	Syagrus romanzoffiana	Queen Palm	
216	Pyrus kawakamii	Evergreen Pear	X
217	Syagrus romanzoffiana	Queen Palm	
218	Syagrus romanzoffiana	Queen Palm	
219	Pyrus kawakamii	Evergreen Pear	
220	Washingtonia robusta	Mexican fan palm	X
221	Washingtonia robusta	Mexican fan palm	X
222	Pinus canariensis	Canary Island pine	X
223	Washingtonia robusta	Mexican fan palm	
224	Washingtonia robusta	Mexican fan palm	
225	Pinus canariensis	Canary Island pine	X
226	Pinus canariensis	Canary Island pine	X
227	Chorisia speciosa	silk floss tree	
228	Eucalyptus citriodora	Lemon Eucalyptus	
229	Eucalyptus citriodora	Lemon Eucalyptus	
230	Eucalyptus citriodora	Lemon Eucalyptus	
231	Eucalyptus citriodora	Lemon Eucalyptus	
232	Eucalyptus citriodora	Lemon Eucalyptus	
233	Eucalyptus citriodora	Lemon Eucalyptus	X
234	Ficus rubiginosa	Rusty Fig	X
235	Ficus rubiginosa	Rusty Fig	X
236	Ficus rubiginosa	California sycamore	X
237	Juniperus torulosa	Hollywood Juniper	X
238	Juniperus torulosa	Hollywood Juniper	X
239	Syagrus romanzoffiana	Queen Palm	X
240	Syagrus romanzoffiana	Queen Palm	
241	Syagrus romanzoffiana	Queen Palm	
242	Ficus rubiginosa	Rusty Fig	
243	Syagrus romanzoffiana	Queen Palm	
244	Syagrus romanzoffiana	Queen Palm	
245	Syagrus romanzoffiana	Queen Palm	
246	Pinus canariensis	Canary Island pine	
247	Pinus halepensis	Aleppo pine	
248	Pinus canariensis	Canary Island pine	
249	Pinus canariensis	Canary Island pine	
250	Pinus canariensis	Canary Island pine	X
251	Pyrus kawakamii	Evergreen Pear	
252	Pyrus kawakamii	Evergreen Pear	X
253	Pyrus kawakamii	Evergreen Pear	
254	Pyrus kawakamii	Evergreen Pear	
255	Pinus halepensis	Aleppo pine	X
256	Pinus halepensis	Aleppo pine	X
257	Pyrus kawakamii	Evergreen Pear	
258	Melaleuca quinquenervia	broad-leaved paperbark	X
259	Melaleuca quinquenervia	broad-leaved paperbark	X
260	Pyrus kawakamii	Evergreen Pear	
261	Pyrus kawakamii	Evergreen Pear	
262	Pinus canariensis	Canary Island pine	
263	Pinus canariensis	Canary Island pine	X
264	Washingtonia robusta	Mexican fan palm	
265	Pyrus kawakamii	Evergreen Pear	
266	Pyrus kawakamii	Evergreen Pear	
267	Pyrus kawakamii	Evergreen Pear	
268	Pyrus kawakamii	Evergreen Pear	
269	Pyrus kawakamii	Evergreen Pear	
270	Pyrus kawakamii	Evergreen Pear	
271	Pyrus kawakamii	Evergreen Pear	
272	Syagrus romanzoffiana	Queen Palm	
273	Syagrus romanzoffiana	Queen Palm	X
274	Syagrus romanzoffiana	Queen Palm	X
275	Platanus racemosa	California sycamore	X
276	Lagerstroemia indica	Crape Myrtle	X
277	Lagerstroemia indica	Crape Myrtle	
278	Washingtonia robusta	Mexican fan palm	
279	Juniperus torulosa	Hollywood Juniper	X
280	Platanus racemosa	California sycamore	X
281	Syagrus romanzoffiana	Queen Palm	X
282	Syagrus romanzoffiana	Queen Palm	X
283	Syagrus romanzoffiana	Queen Palm	
284	Platanus racemosa	California sycamore	
285	Syagrus romanzoffiana	Queen Palm	X
286	Syagrus romanzoffiana	Queen Palm	X
287	Syagrus romanzoffiana	Queen Palm	
288	Lagerstroemia indica	Crape Myrtle	X
289	Lagerstroemia indica	Crape Myrtle	X
290	Magnolia grandiflora	Southern Magnolia	
291	Pinus pinea	Stone Pine	X
292	Pinus pinea	Stone Pine	
293	Eucalyptus citriodora	Lemon Eucalyptus	X
294	Eucalyptus citriodora	Lemon Eucalyptus	
295	Eucalyptus citriodora	Lemon Eucalyptus	X
296	Eucalyptus citriodora	Lemon Eucalyptus	X
297	Pinus halepensis	Aleppo pine	X
298	Pinus halepensis	Aleppo pine	X
299	Pinus halepensis	Aleppo pine	
300	Pinus halepensis	Aleppo pine	X
301	Phoenix canariensis	Canary Island Date Palm	
302	Rhus lancea	African Sumac	X
303	Rhus lancea	African Sumac	X
304	Tabebuia impetiginosa	Pink Trumpet Tree	X
305	Phoenix canariensis	Canary Island Date Palm	
306	Phoenix canariensis	Canary Island Date Palm	
307	Cinnamomum camphora	Camphor Tree	
308	Syagrus romanzoffiana	Queen Palm	
309	Syagrus romanzoffiana	Queen Palm	
310	Syagrus romanzoffiana	Queen Palm	X
311	Syagrus romanzoffiana	Queen Palm	
312	Syagrus romanzoffiana	Queen Palm	
313	Ulmus parvifolia	Chinese Elm	
314	Washingtonia robusta	Mexican fan palm	
315	Pinus halepensis	Aleppo pine	X
316	Washingtonia robusta	Mexican fan palm	
317	Ulmus parvifolia	Chinese Elm	
318	Ulmus parvifolia	Chinese Elm	X
319	Ulmus parvifolia	Chinese Elm	X
320	Alnus rhombifolia	White Alder	X
321	Ulmus parvifolia	Chinese Elm	
322			
323			
324	Eucalyptus citriodora	Lemon Eucalyptus	
325	Washingtonia robusta	Mexican fan palm	X
326	Washingtonia robusta	Mexican fan palm	
327	Eucalyptus citriodora	Lemon Eucalyptus	
328	Syagrus romanzoffiana	Queen Palm	
329	Syagrus romanzoffiana	Queen Palm	
330	Syagrus romanzoffiana	Queen Palm	X
331	Syagrus romanzoffiana	Queen Palm	X
332	Syagrus romanzoffiana	Queen Palm	X
333	Syagrus romanzoffiana	Queen Palm	X
334	Syagrus romanzoffiana	Queen Palm	X
335	Syagrus romanzoffiana	Queen Palm	X
336	Syagrus romanzoffiana	Queen Palm	X
337	Syagrus romanzoffiana	Queen Palm	X
338	Syagrus romanzoffiana	Queen Palm	
339	Syagrus romanzoffiana	Queen Palm	
340	Syagrus romanzoffiana	Queen Palm	
341	Olea europaea	Common Olive	
342	Syagrus romanzoffiana	Queen Palm	X
343	Syagrus romanzoffiana	Queen Palm	X
344	Syagrus romanzoffiana	Queen Palm	X
345	Syagrus romanzoffiana	Queen Palm	X
346	Syagrus romanzoffiana	Queen Palm	X
347	Syagrus romanzoffiana	Queen Palm	X
348	Olea europaea	Common Olive	X
349	Syagrus romanzoffiana	Queen Palm	X
350	Syagrus romanzoffiana	Queen Palm	X
351	Syagrus romanzoffiana	Queen Palm	X
352	Syagrus romanzoffiana	Queen Palm	X
353	Syagrus romanzoffiana	Queen Palm	X
354	Syagrus romanzoffiana	Queen Palm	X
355	Syagrus romanzoffiana	Queen Palm	X
356	Syagrus romanzoffiana	Queen Palm	X
357	Syagrus romanzoffiana	Queen Palm	X
358	Syagrus romanzoffiana	Queen Palm	X
359	Syagrus romanzoffiana	Queen Palm	X
360	Syagrus romanzoffiana	Queen Palm	X
361	Syagrus romanzoffiana	Queen Palm	X
362	Pyrus kawakamii	Evergreen Pear	
363	Pyrus kawakamii	Evergreen Pear	
364	Pyrus kawakamii	Evergreen Pear	
365	Pyrus kawakamii	Evergreen Pear	
366	Pyrus kawakamii	Evergreen Pear	
367	Pyrus kawakamii	Evergreen Pear	
368	Pinus halepensis	Aleppo pine	
369	Olea europaea	Common Olive	
370	Olea europaea	Common Olive	
371	Syagrus romanzoffiana	Queen Palm	
372	Syagrus romanzoffiana	Queen Palm	
373	Cinnamomum camphora	Camphor Tree	
374	Pyrus kawakamii	Evergreen Pear	
375	Pyrus kawakamii	Evergreen Pear	
376	Pyrus kawakamii	Evergreen Pear	
377	Washingtonia robusta	Mexican fan palm	
378	Washingtonia robusta	Mexican fan palm	
379	Pinus canariensis	Canary Island pine	X
380	Pinus canariensis	Canary Island pine	X
381			X
382			X
383	Pinus canariensis	Canary Island pine	X
384	Eucalyptus citriodora	Lemon Eucalyptus	X
385	Pinus canariensis	Canary Island pine	X
386	Lagerstroemia indica	Crape Myrtle	X
387	Washingtonia robusta	Mexican fan palm	
388	Washingtonia robusta	Mexican fan palm	
389	Washingtonia robusta	Mexican fan palm	
390	Albizia julibrissin	floss tree	
391	Albizia julibrissin	floss tree	
392	Albizia julibrissin	floss tree	
393	Washingtonia robusta	Mexican fan palm	
394	Washingtonia robusta	Mexican fan palm	
395	Albizia julibrissin	floss tree	
396	Washingtonia robusta	Mexican fan palm	
397	Washingtonia robusta	Mexican fan palm	
398	Washingtonia robusta	Mexican fan palm	
399	Washingtonia robusta	Mexican fan palm	
400	Washingtonia robusta	Mexican fan palm	
401	Washingtonia robusta	Mexican fan palm	
402	Washingtonia robusta	Mexican fan palm	
403	Phoenix canariensis	Canary Island date palm	
404	Populus nigra	Black poplar	
405	Washingtonia robusta	Mexican fan palm	
406	eucalyptus sideroxlon	red iron bark	X
407	Magnolia grandiflora	Southern Magnolia	X
408	Tristania conferta	Brisbane Box	X
409			X
410			X
411	Tristania conferta	Brisbane Box	X
412	Ulmus parvifolia	Chinese Elm	
413			X
414	Grevillea robusta	Silky Oak	X
415	Grevillea robusta	Silky Oak	X
416	Grevillea robusta	Silky Oak	
417	Lagerstroemia indica	Crape Myrtle	
418	Albizia julibrissin	floss tree	X
419	Albizia julibrissin	floss tree	X
420	Albizia julibrissin	floss tree	X
421	Albizia julibrissin	floss tree	X
422	Albizia julibrissin	floss tree	X
423	Albizia julibrissin	floss tree	X
424	Albizia julibrissin	floss tree	X
425	Tristania conferta	Brisbane Box	X
426	Tristania conferta	Brisbane Box	
427	Tristania conferta	Brisbane Box	X
428	Tristania conferta	Brisbane Box	X
429	Tristania conferta	Brisbane Box	X
430	Tristania conferta	Brisbane Box	
431	Tristania conferta	Brisbane Box	
432	Tristania conferta	Brisbane Box	X
433	Tristania conferta	Brisbane Box	X
434	Tristania conferta	Brisbane Box	X
435	Populus nigra	Black poplar	X
436	Washingtonia robusta	Mexican fan palm	X
437	Washingtonia robusta	Mexican fan palm	X
438	Washingtonia robusta	Mexican fan palm	X
439	Washingtonia robusta	Mexican fan palm	X
440	Washingtonia robusta	Mexican fan palm	X
441	Washingtonia robusta	Mexican fan palm	X
442	Eucalyptus citriodora	Lemon Eucalyptus	
443	Lagerstroemia indica	Crape Myrtle	
444	Lagerstroemia indica	Crape Myrtle	X
445	Populus nigra	Black poplar	X
446	Washingtonia robusta	Mexican fan palm	
447	Washingtonia robusta	Mexican fan palm	X
448	Populus nigra	Black poplar	X
449	Pinus canariensis	Canary Island pine	X
450	Geijera parviflora	Australian Willow	
451	Olea europaea	Common Olive	
452	Olea europaea	Common Olive	
453	Geijera parviflora	Australian Willow	
454	Geijera parviflora	Australian Willow	
455	Geijera parviflora	Australian Willow	
456	Geijera parviflora	Australian Willow	
457	Liquidambar styraciflua	Sweet Gum	X
458	Liquidambar styraciflua	Sweet Gum	X
459	Liquidambar styraciflua	Sweet Gum	X
460	Liquidambar styraciflua	Sweet Gum	
461			X
462			X
463	Liquidambar styraciflua	Sweet Gum	
464	Liquidambar styraciflua	Sweet Gum	
465	Liquidambar styraciflua	Sweet Gum	X
466			X
467	Liquidambar styraciflua	Sweet Gum	
468	Juniperus torulosa	Hollywood Juniper	X
469	Albizia julibrissin	floss tree	X
470	Pistacia chinensis	Chinese Pistache	X
471	Pistacia chinensis	Chinese Pistache	
472	Syagrus romanzoffiana	Queen Palm	X
473	Washingtonia robusta	Mexican fan palm	X
474	Phoenix roebelenii	Pygmy Date Palm	
475	Phoenix roebelenii	Pygmy Date Palm	
476	Populus nigra	Black poplar	
477	Eucalyptus sideroxylon	red iron bark	
478	Phoenix canariensis	Canary Island date palm	
479	Eucalyptus sideroxylon	red iron bark	X
480	Pinus canariensis	Canary Island pine	X
481	Pinus canariensis	Canary Island pine	X
482	Pinus canariensis	Canary Island pine	X
483	Pinus canariensis	Canary Island pine	X
484	Pinus canariensis	Canary Island pine	
485	Pinus canariensis	Canary Island pine	
486	Pinus canariensis	Canary Island pine	
487	Pinus halepensis	Aleppo pine	X
488	Eucalyptus polyanthemos	Red Box	
489	Eucalyptus polyanthemos	Red Box	
490	Eucalyptus polyanthemos	Red Box	
491	Eucalyptus polyanthemos	Red Box	
492	Eucalyptus polyanthemos	Red Box	
493	Eucalyptus polyanthemos	Red Box	
494	Eucalyptus polyanthemos	Red Box	
495	Eucalyptus polyanthemos	Red Box	
496	Eucalyptus polyanthemos	Red Box	
497	Eucalyptus polyanthemos	Red Box	
498	Eucalyptus polyanthemos	Red Box	
499	Eucalyptus polyanthemos	Red Box	
500	Eucalyptus polyanthemos	Red Box	
501	Eucalyptus polyanthemos	Red Box	
502	Eucalyptus polyanthemos	Red Box	
503	Eucalyptus polyanthemos	Red Box	
504	Eucalyptus polyanthemos	Red Box	
505	Eucalyptus polyanthemos	Red Box	
506	Eucalyptus polyanthemos	Red Box	
507	Eucalyptus polyanthemos	Red Box	
508	Eucalyptus polyanthemos	Red Box	
509	Eucalyptus polyanthemos	Red Box	
510	Pinus canariensis	Canary Island pine	
511	Pinus canariensis	Canary Island pine	
512	Pinus canariensis	Canary Island pine	
513	Eucalyptus polyanthemos	Red Box	
514	Eucalyptus polyanthemos	Red Box	
515	Eucalyptus polyanthemos	Red Box	
516	Eucalyptus polyanthemos	Red Box	
517	Eucalyptus polyanthemos	Red Box	
518	Eucalyptus polyanthemos	Red Box	
519	Eucalyptus polyanthemos	Red Box	
520	Eucalyptus polyanthemos	Red Box	
521	Eucalyptus polyanthemos	Red Box	
522	Eucalyptus polyanthemos	Red Box	
523	Eucalyptus polyanthemos	Red Box	
524	Eucalyptus polyanthemos	Red Box	
525	Syagrus romanzoffiana	Queen Palm	
526	Lagerstroemia indica	Crape Myrtle	
527	Lagerstroemia indica	Crape Myrtle	
528	Ulmus parvifolia	Chinese Elm	
529	Pyrus kawakamii	Evergreen Pear	
530	Pyrus kawakamii	Evergreen Pear	
531	Pyrus kawakamii	Evergreen Pear	
532	Pyrus kawakamii	Evergreen Pear	
533	Pyrus kawakamii	Evergreen Pear	
534	Pyrus kawakamii	Evergreen Pear	
535			
536	Tristania conferta	Brisbane Box	
537			X
538	Chorisia speciosa	silk floss tree	
539	Chorisia speciosa	silk floss tree	
540	Chorisia speciosa	silk floss tree	
541	Chorisia speciosa	silk floss tree	
542	Washingtonia robusta	Mexican fan palm	
543	Washingtonia robusta	Mexican fan palm	
544	Washingtonia robusta	Mexican fan palm	
545	Washingtonia robusta	Mexican fan palm	
546	Pinus halepensis	Aleppo pine	X
547	Pinus halepensis	Aleppo pine	X
548	Arbutus marina	Marina Strawberry Tree	
549	Syagrus romanzoffiana	Queen Palm	
550	Syagrus romanzoffiana	Queen Palm	
551	Syagrus romanzoffiana	Queen Palm	
552	Syagrus romanzoffiana	Queen Palm	
553	Arbutus marina	Marina Strawberry Tree	
554	Arbutus marina	Marina Strawberry Tree	
555	Arbutus marina	Marina Strawberry Tree	
556	Arbutus marina	Marina Strawberry Tree	
557	Syagrus romanzoffiana	Queen Palm	
558	Washingtonia robusta	Mexican fan palm	
559	Washingtonia robusta	Mexican fan palm	
560	Syagrus romanzoffiana	Queen Palm	
561	Syagrus romanzoffiana	Queen Palm	
562	Syagrus romanzoffiana	Queen Palm	
563	Tristania conferta	Brisbane Box	
564	Phoenix dactylifera	Date Palm	
565	Phoenix dactylifera	Date Palm	
566	Phoenix dactylifera	Date Palm	
567	Pistacia chinensis	Chinese Pistache	
568	Pistacia chinensis	Chinese Pistache	
569	Magnolia grandiflora	Southern Magnolia	
570	Magnolia grandiflora	Southern Magnolia	
571	Washingtonia robusta	Mexican fan palm	
572	Syagrus romanzoffiana	Queen Palm	
573	Syagrus romanzoffiana	Queen Palm	
574	Eucalyptus citriodora	Lemon Eucalyptus	
575	Arbutus marina	Marina Strawberry Tree	
576	Tristania conferta	Brisbane Box	
577	Syagrus romanzoffiana	Queen Palm	
578	Arbutus marina	Marina Strawberry Tree	X
579	Syagrus romanzoffiana	Queen Palm	
580	Syagrus romanzoffiana	Queen Palm	

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HPI architecture

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SUBMITTALS

PROJECT IDENTIFICATION

DATE 4.6.2017

DRAWN BY

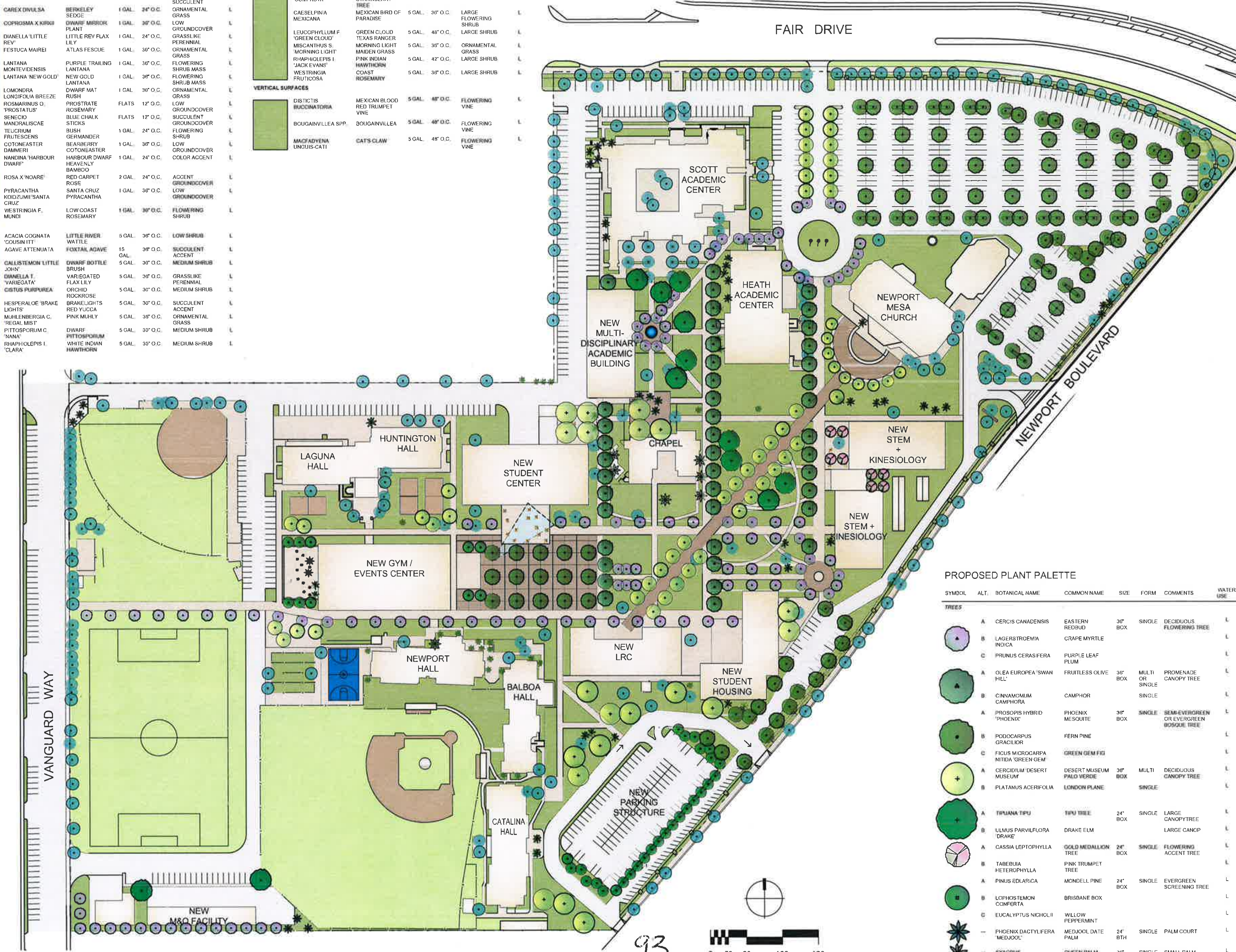
CHECKED BY

SHEET TITLE
EXISTING TREE INVENTORY LIST

SHEET NUMBER
L1.1A

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS	WATER USE
SHRUBS AND GROUNDCOVERS						
FOREGROUND						
	ALOE 'BLUE ELF'	BLUE ELF ALOE	1 GAL.	24" O.C.	FLOWERING SUCCULENT	L
	CAREX DIVULSA	BERKELEY SEDGE	1 GAL.	24" O.C.	ORNAMENTAL GRASS	L
	COPROSMA X KIRKII	DWARF MIRROR PLANT	1 GAL.	36" O.C.	LOW GROUNDCOVER	L
	DIANELLA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL.	24" O.C.	GRASSLIKE PERENNIAL	L
	FESTUCA MAIREI	ATLAS FESCUE	1 GAL.	30" O.C.	ORNAMENTAL GRASS	L
	LANTANA MONTEVIDENSIS	PURPLE TRAILING LANTANA	1 GAL.	36" O.C.	FLOWERING SHRUB MASS	L
	LANTANA 'NEW GOLD'	NEW GOLD LANTANA	1 GAL.	36" O.C.	FLOWERING SHRUB MASS	L
	LOMONDRA LONGIFOLIA BREEZE	DWARF MAT RUSH	1 GAL.	30" O.C.	ORNAMENTAL GRASS	L
	ROSMARINUS O. 'PROSTATUS'	PROSTRATE ROSEMARY	FLATS	12" O.C.	LOW GROUNDCOVER	L
	SENECIO MANDRALISCAE	BLUE CHALK STICKS	FLATS	12" O.C.	SUCCULENT GROUNDCOVER	L
	TEUCRIUM FRUTESCENS	BUSH GERMANDER	1 GAL.	24" O.C.	FLOWERING SHRUB	L
	COTONEASTER DAMMERI	BEARBERRY COTONEASTER	1 GAL.	36" O.C.	LOW GROUNDCOVER	L
	NANDINA 'HARBOUR DWARF'	HARBOUR DWARF HEAVENLY BAMBOO	1 GAL.	24" O.C.	COLOR ACCENT	L
	ROSA X 'NOARE'	RED CARPET ROSE	2 GAL.	24" O.C.	ACCENT GROUNDCOVER	L
	PYRACANTHA KOIDZUMII 'SANTA CRUZ'	SANTA CRUZ PYRACANTHA	1 GAL.	36" O.C.	LOW GROUNDCOVER	L
	WESTRINGIA F. MUNDI	LOW COAST ROSEMARY	1 GAL.	30" O.C.	FLOWERING SHRUB	L
MIDGROUND						
	ACACIA COGNATA 'COUSIN ITT'	LITTLE RIVER WATTLE	5 GAL.	36" O.C.	LOW SHRUB	L
	AGAVE ATTENUATA	FOXTAIL AGAVE	15 GAL.	36" O.C.	SUCCULENT ACCENT	L
	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLE BRUSH	5 GAL.	30" O.C.	MEDIUM SHRUB	L
	DIANELLA T. 'VARIEGATA'	VARIEGATED FLAX LILY	5 GAL.	36" O.C.	GRASSLIKE PERENNIAL	L
	CISTUS PURPUREA	ORCHID ROCKROSE	5 GAL.	30" O.C.	MEDIUM SHRUB	L
	HESPERALOE 'BRAKE LIGHTS'	BRAKELIGHTS RED YUCCA	5 GAL.	30" O.C.	SUCCULENT ACCENT	L
	MUHLENBERGIA C. 'REGAL MIST'	PINK MUHLY	5 GAL.	36" O.C.	ORNAMENTAL GRASS	L
	PITTOSPORUM C. 'NANA'	DWARF PITTOSPORUM	5 GAL.	30" O.C.	MEDIUM SHRUB	L
	RHAPHIOLEPIS I. 'CLARA'	WHITE INDIAN HAWTHORN	5 GAL.	30" O.C.	MEDIUM SHRUB	L

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS	WATER USE
SHRUBS AND GROUNDCOVERS						
BACKGROUND						
	ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	5 GAL.	30" O.C.	LARGE SHRUB	L
	CAESELPINIA MEXICANA	MEXICAN BIRD OF PARADISE	5 GAL.	36" O.C.	LARGE FLOWERING SHRUB	L
	LEUCOPHYLLUM F. 'GREEN CLOUD'	GREEN CLOUD TEXAS RANGER	5 GAL.	48" O.C.	LARGE SHRUB	L
	MISCANTHUS S. 'MORNING LIGHT'	MORNING LIGHT MAIDEN GRASS	5 GAL.	36" O.C.	ORNAMENTAL GRASS	L
	RHAPHIOLEPIS I. 'JACK EVANS'	PINK INDIAN HAWTHORN	5 GAL.	42" O.C.	LARGE SHRUB	L
	WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GAL.	36" O.C.	LARGE SHRUB	L
VERTICAL SURFACES						
	DISTICTIS BUCCINATORIA	MEXICAN BLOOD RED TRUMPET VINE	5 GAL.	48" O.C.	FLOWERING VINE	L
	BOUGAINVILLEA SPP.	BOUGAINVILLEA	5 GAL.	48" O.C.	FLOWERING VINE	L
	MACFADYENA UNGUIS-CATI	CAT'S CLAW	5 GAL.	48" O.C.	FLOWERING VINE	L



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PROPOSED PLANT PALETTE

SYMBOL	ALT.	BOTANICAL NAME	COMMON NAME	SIZE	FORM	COMMENTS	WATER USE
TREES							
	A	CERCIS CANADENSIS	EASTERN REDBUD	36" BOX	SINGLE	DECIDUOUS FLOWERING TREE	L
	B	LAGERSTROEMIA INDICA	CRAPE MYRTLE				L
	C	PRUNUS CERASIFERA	PURPLE LEAF PLUM				L
	A	OLEA EUROPEA 'SWAN HILL'	FRUITLESS OLIVE	36" BOX	MULTI OR SINGLE	PROMENADE CANOPY TREE	L
	B	CINNAMOMUM CAMPHORA	CAMPHOR		SINGLE		L
	A	PROSOPIS HYBRID 'PHOENIX'	PHOENIX MESQUITE	36" BOX	SINGLE	SEMI-EVERGREEN OR EVERGREEN BOSQUE TREE	L
	B	PODOCARPUS GRACILIOR	FERN PINE				L
	C	FICUS MICROCARPA NITIDA 'GREEN GEM'	GREEN GEM FIG				L
	A	CERCIDIUM 'DESERT MUSEUM'	DESERT MUSEUM PALO VERDE	36" BOX	MULTI	DECIDUOUS CANOPY TREE	L
	B	PLATANUS ACERIFOLIA	LONDON PLANE		SINGLE		L
	A	TIPUANA TIPU	TIPU TREE	24" BOX	SINGLE	LARGE CANOPYTREE	L
	B	ULMUS PARVILFLORA 'DRAKE'	DRAKE ELM			LARGE CANOP	L
	A	CASSIA LEPTOPHYLLA	GOLD MEDALLION TREE	24" BOX	SINGLE	FLOWERING ACCENT TREE	L
	B	TABEBUIA HETEROPHYLLA	PINK TRUMPET TREE				L
	A	PINUS EDLARICA	MONDELL PINE	24" BOX	SINGLE	EVERGREEN SCREENING TREE	L
	B	LOPHOSTEMON CONFERTA	BRISBANE BOX				L
	C	EUCALYPTUS NICHOLII	WILLOW PEPPERMINT				L
	—	PHOENIX DACTYLIFERA 'MEDJOOL'	MEDJOOL DATE PALM	24' BTH	SINGLE	PALM COURT	L
	—	SYAGRUS ROMANZOFFIANA	QUEEN PALM	36" BOX	SINGLE	SMALL PALM BACKDROP	L

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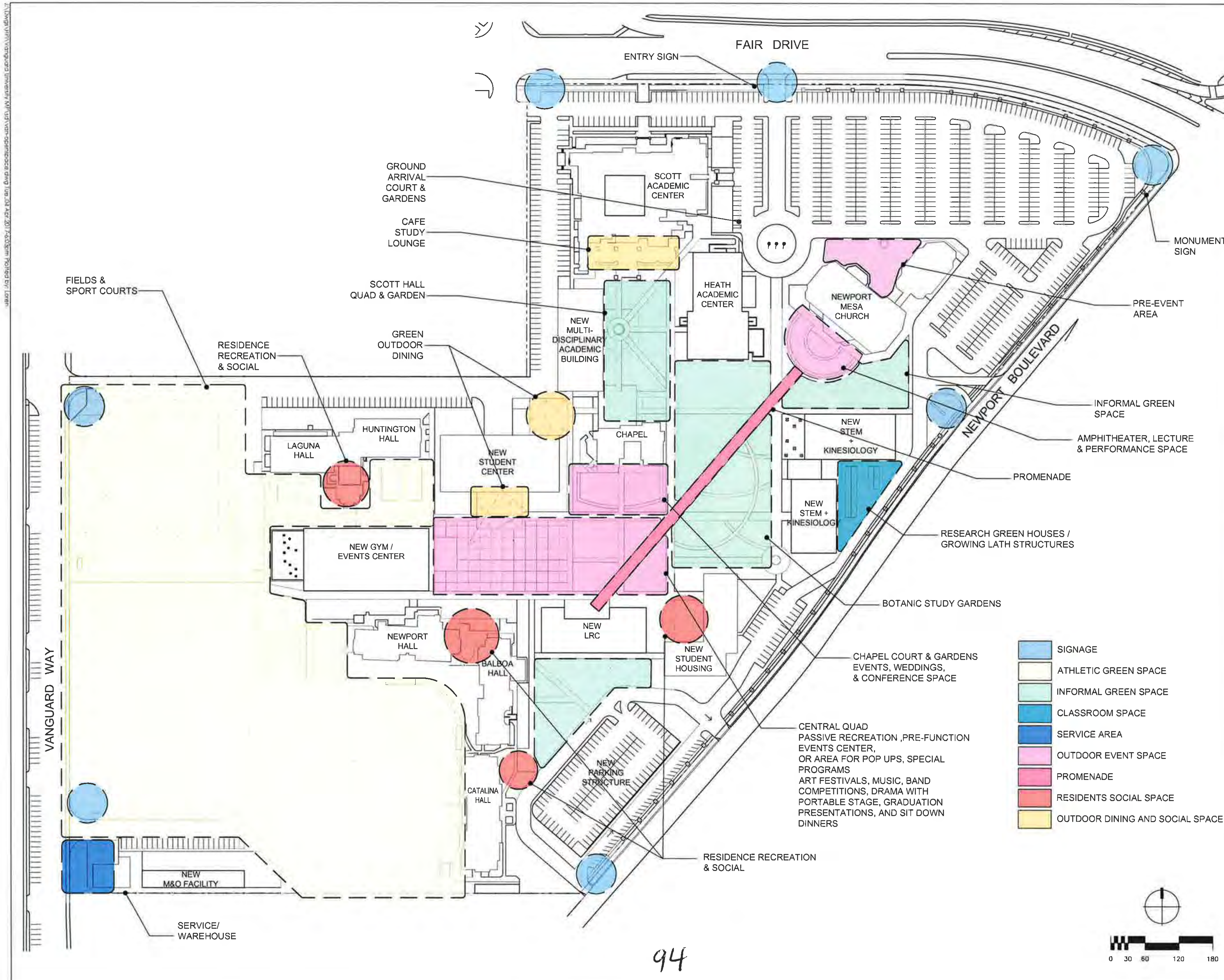

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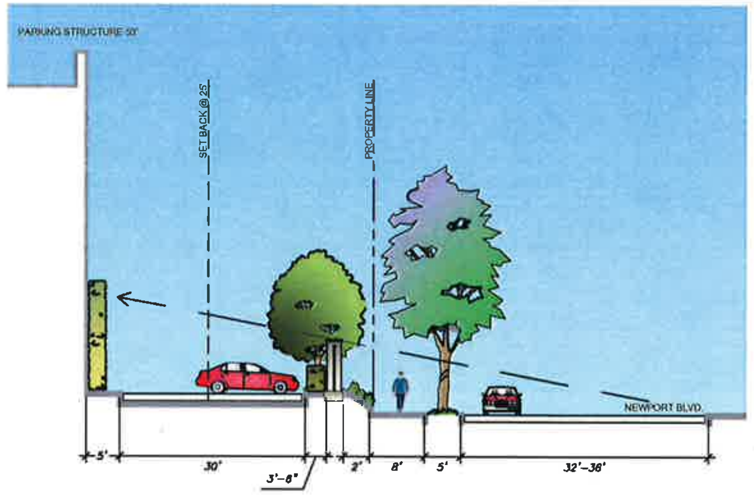

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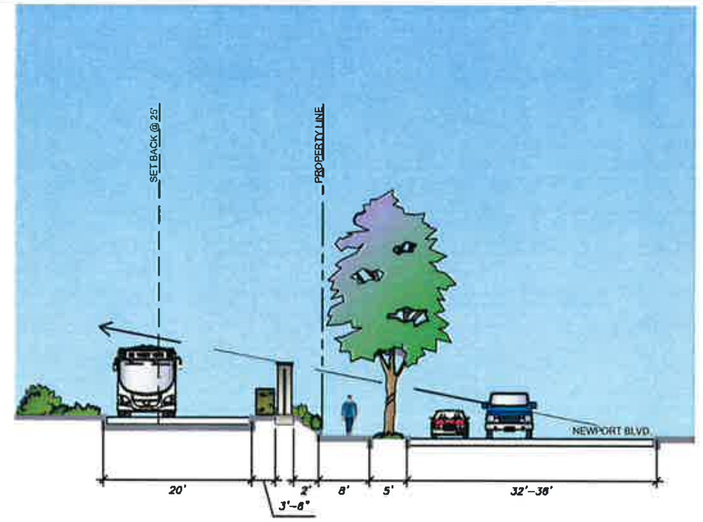

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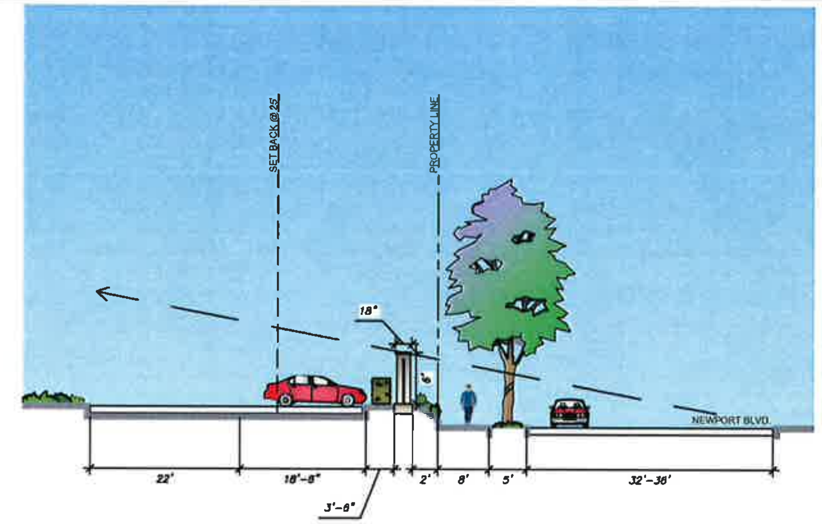

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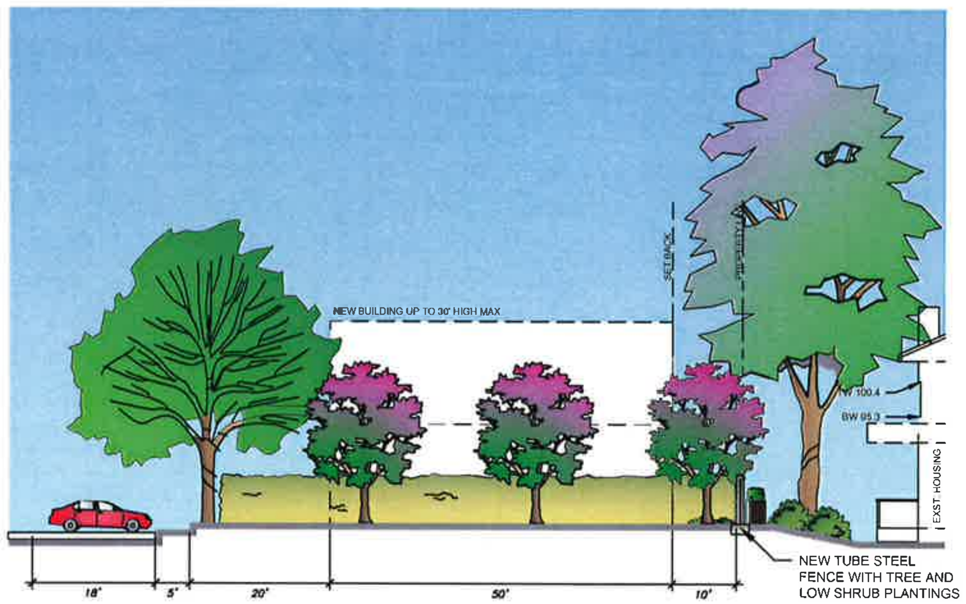

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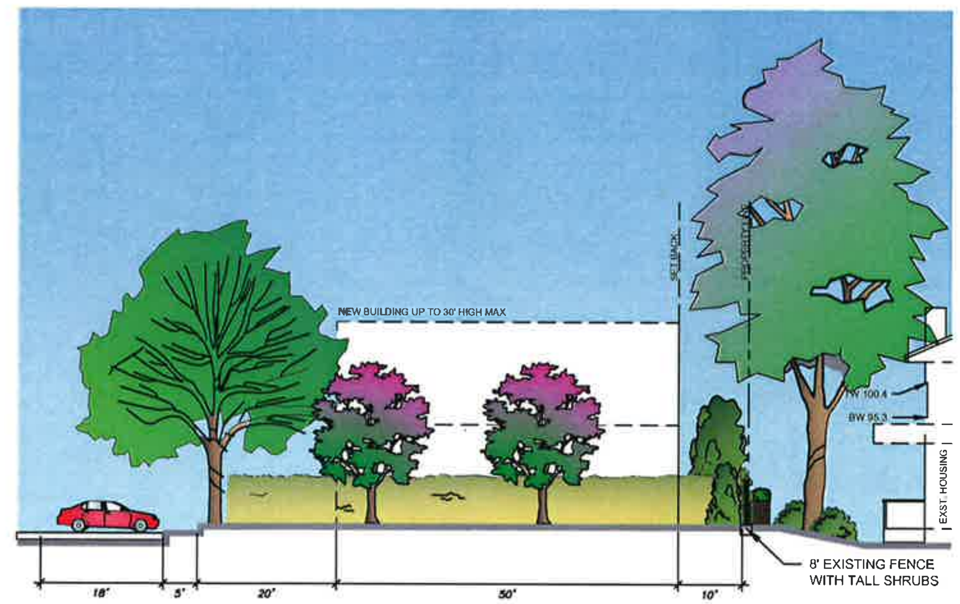

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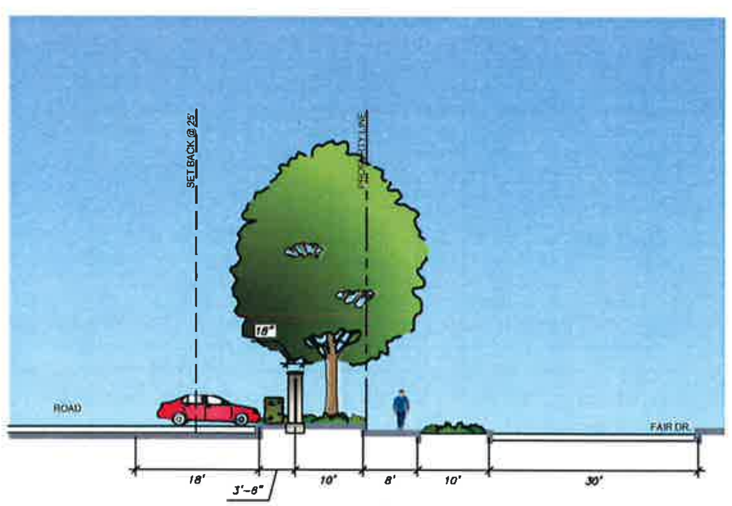

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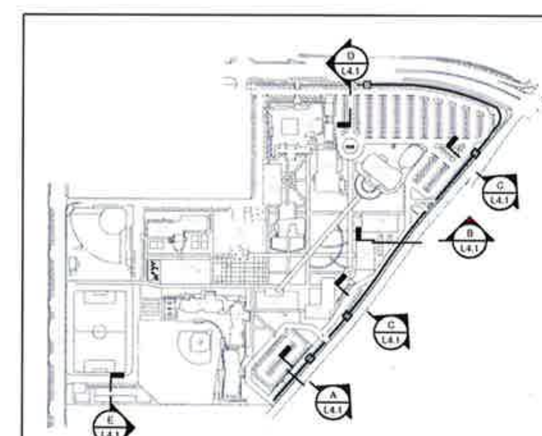

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NOT TO SCALE

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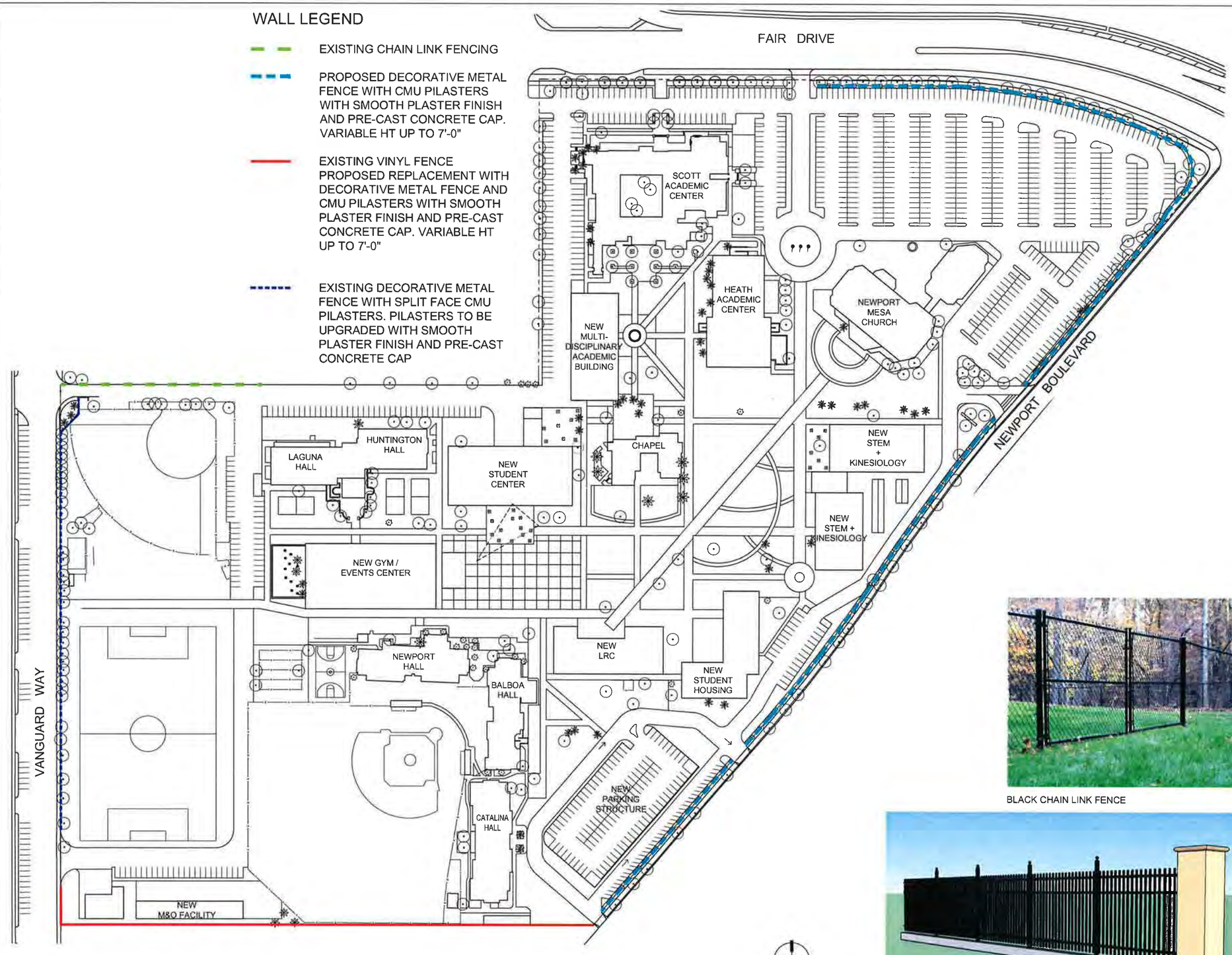
WALL LEGEND

- EXISTING CHAIN LINK FENCING
- PROPOSED DECORATIVE METAL FENCE WITH CMU PILASTERS WITH SMOOTH PLASTER FINISH AND PRE-CAST CONCRETE CAP. VARIABLE HT UP TO 7'-0"
- EXISTING VINYL FENCE PROPOSED REPLACEMENT WITH DECORATIVE METAL FENCE AND CMU PILASTERS WITH SMOOTH PLASTER FINISH AND PRE-CAST CONCRETE CAP. VARIABLE HT UP TO 7'-0"
- EXISTING DECORATIVE METAL FENCE WITH SPLIT FACE CMU PILASTERS. PILASTERS TO BE UPGRADED WITH SMOOTH PLASTER FINISH AND PRE-CAST CONCRETE CAP



BLACK CHAIN LINK FENCE

PROPOSED DECORATIVE METAL FENCE

96

0 30 60 120 180

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FENCE & WALL PLAN

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L5.1

TREES


A: CERCIS CANADENSIS / EASTERN REDBUD


B: LAGERSTROEMIA INDICA / CRAPE MYRTLE


C: PRUNUS CERASIFERA / PURPLE LEAF PLUM


A: OLEA EUROPAEA 'SWAN HILL' / FRUITLESS OLIVE


B: CINNAMOMUM CAMPHORA / CAMPHOR


A: PROSOPIS HYBRID 'PHOENIX' / PHOENIX HYBRID MESQUITE


B: PODOCARPUS GRACILIOR / FERN PINE


C: FICUS NITIDA 'GREEN GEM' / GREEN GEM FIG


A: CERCIDIUM FLORIDUM 'DESERT MUSEUM' / DESERT MUSEUM PALO VERDE


B: PLATANUS ACERIFOLIA / LONDON PLANE TREE


A: TIPUANA TIPU / TIPU


B: ULMUS PARVIFLORA 'DRAKE' / DRAKE ELM


A: CASSIA LEPTOPHYLLA / GOLD MEDALLION TREE


B: TABEBUIA HETEROPHYLLA / PINK TRUMPET TREE


A: GEIJERA PARVIFLORA / AUSTRALIAN WILLOW


B: LOPHOSTEMON CONFERTUS / BRISBANE BOX


C: EUCALYPTUS NICHOLII / WILLOW PEPPERMINT


PHOENIX DACTYLIFERA 'MEDJOOL' / MEDJOOL DATE PALM


SYAGRUS ROMANZOFFIANUM / QUEEN PALM

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FOREGROUND


ALOE 'BLUE ELF' /
BLUE ELF ALOE


CAREX DIVULSA /
BERKELEY SEDGE


COPROSMA KIRKII /
CREEPING COPROSMA


DIANELLA 'LITTLE REV' /
LITTLE REV FLAX LILY


FESTUCA MAIREI /
ATLAS FESCUE


LANTANA MONTIVEDENSIS /
TRAILING LANTANA


LANTANA 'NEW GOLD' /
TRAILING LANTANA


LOMANDRA LONGIFOLIA 'BREEZE' /
DWARF MAT RUSH


ROSMARINUS O. PROSTRATUS /
PROSTRATE ROSEMARY


SENECIO MANDRALISCAE /
BLUE CHALK STICKS


TEUCRIUM FRUTICANS /
BUSH GERMANDER


WESTRINGIA MUNDI /
MUNDI COAST ROSEMARY

MIDGROUND


ACACIA COGNATA 'COUSIN IT' /
LITTLE RIVER WATTLE


AGAVE ATTENUATA /
FOX TAIL AGAVE


CALLISTEMON 'LITTLE JOHN' /
LITTLE JOHN BOTTLEBRUSH


DIANELLA T. 'VARIEGATA' /
VARIEGATED FLAX LILY


HESPERALOE P. 'BRAKELIGHTS' /
BRAKELIGHTS RED YUCCA


MUHLENBERGIA C. 'REGAL MIST' /
PINK MUHLY


PITTOSPORUM CRASSIFOLIUM 'NANA' /
COMPACT PITTOSPORUM


RHAPHIOLEPIS INDICA 'CLARA' /
DWARF INDIAN HAWTHORNE

BACKGROUND


ARBUTUS UNEDO 'COMPACTA' /
DWARF STRAWBERRY TREE


CAESALPINIA MEXICANA /
MEXICAN BIRD OF PARADISE


LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD' /
GREEN CLOUD TEXAS RANGER


MISCANTHUS S. 'MORNING LIGHT' /
MORNING LIGHT MAIDEN GRASS


RHAPHIOLEPIS INDICA 'JACK EVANS' /
JACK EVANS INDIAN HAWTHORNE


WESTRINGIA FRUTICOSA /
COAST ROSEMARY

VERTICAL SURFACES


DISTICTIS BUCCINATORIA /
MEXICAN BLOOD RED TRUMPET VINE


BOUGAINVILLEA SPP. /
BOUGAINVILLEA


MACFADYENA UNGUIS - CATI /
CAT'S CLAW

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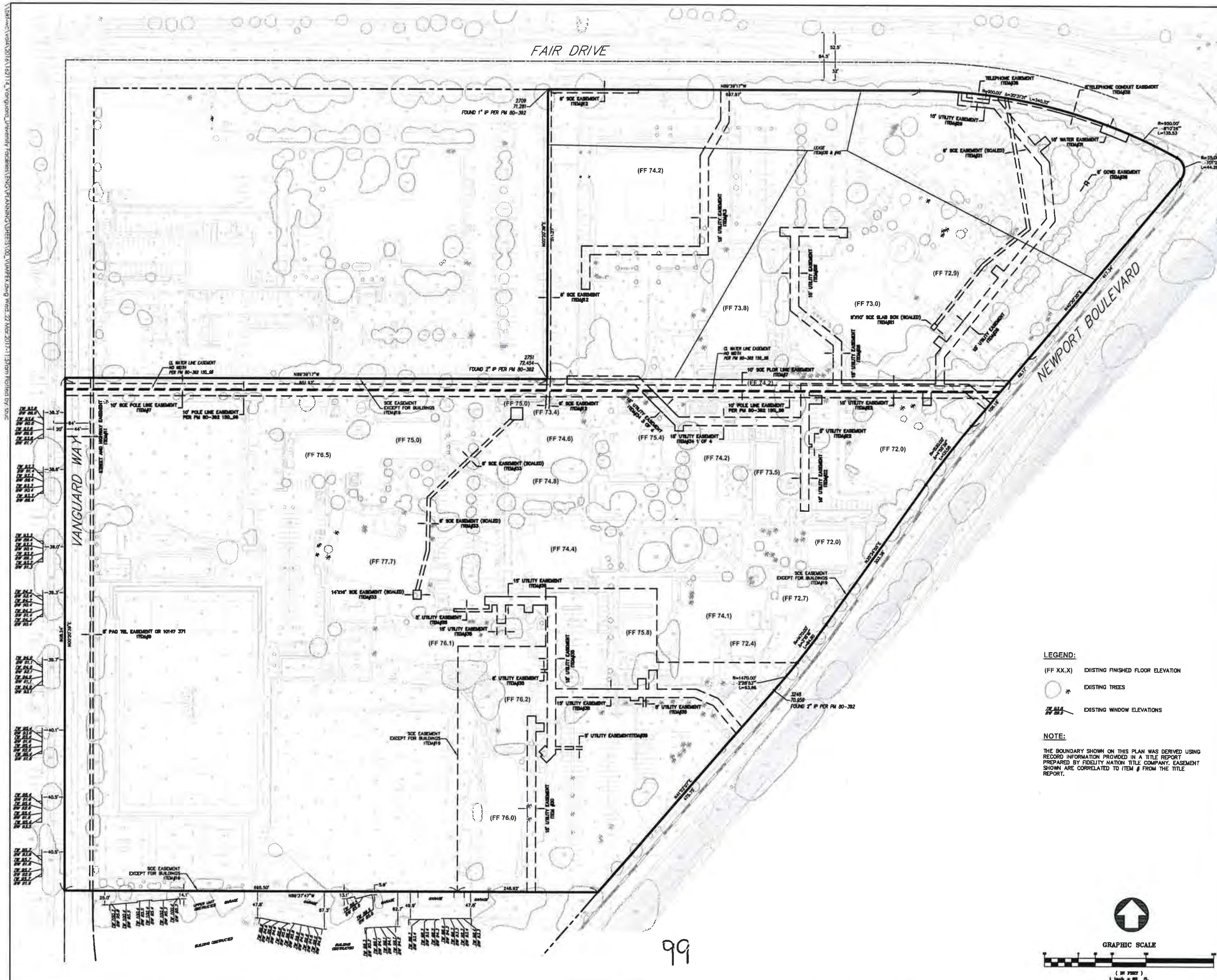

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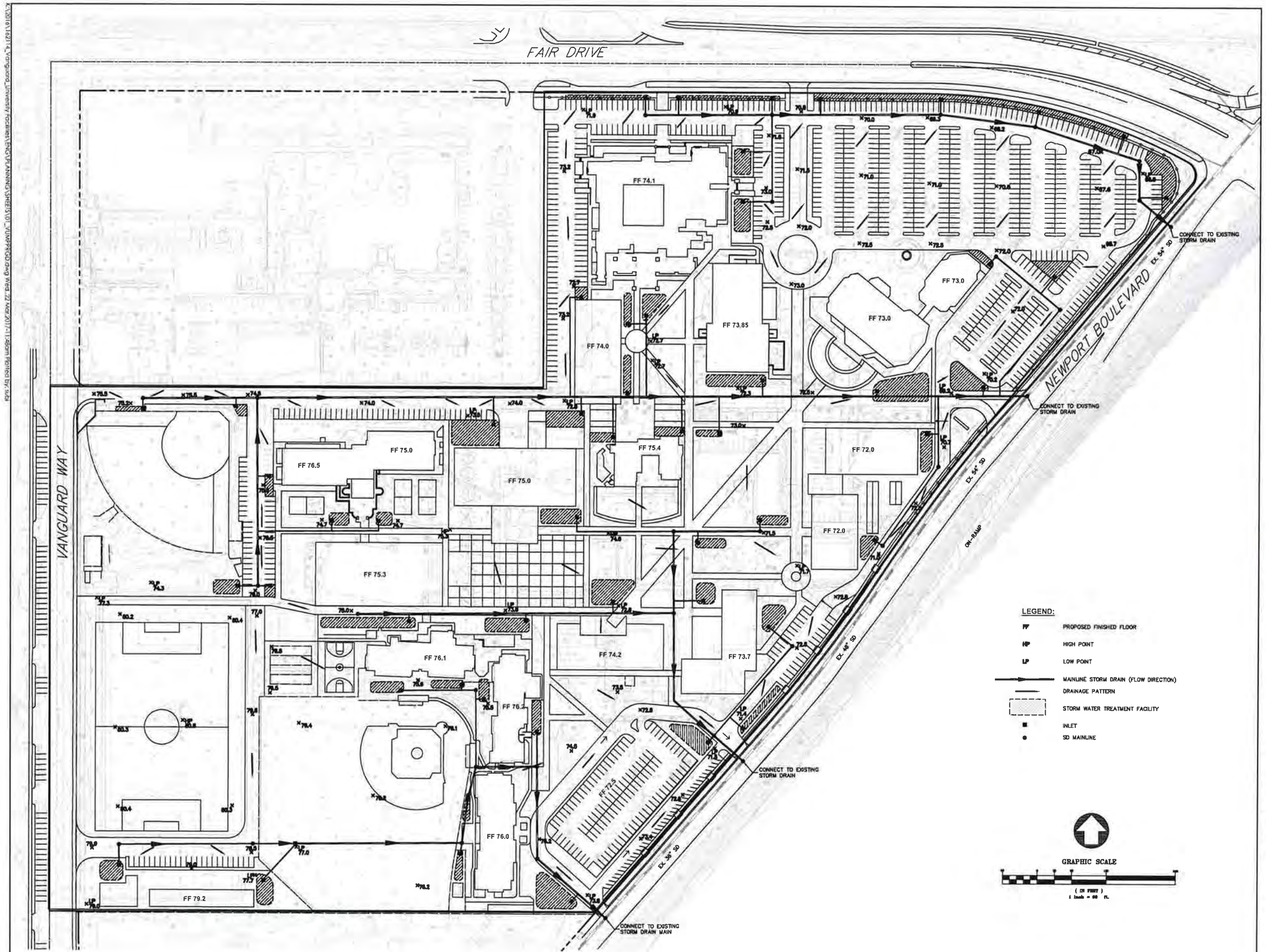

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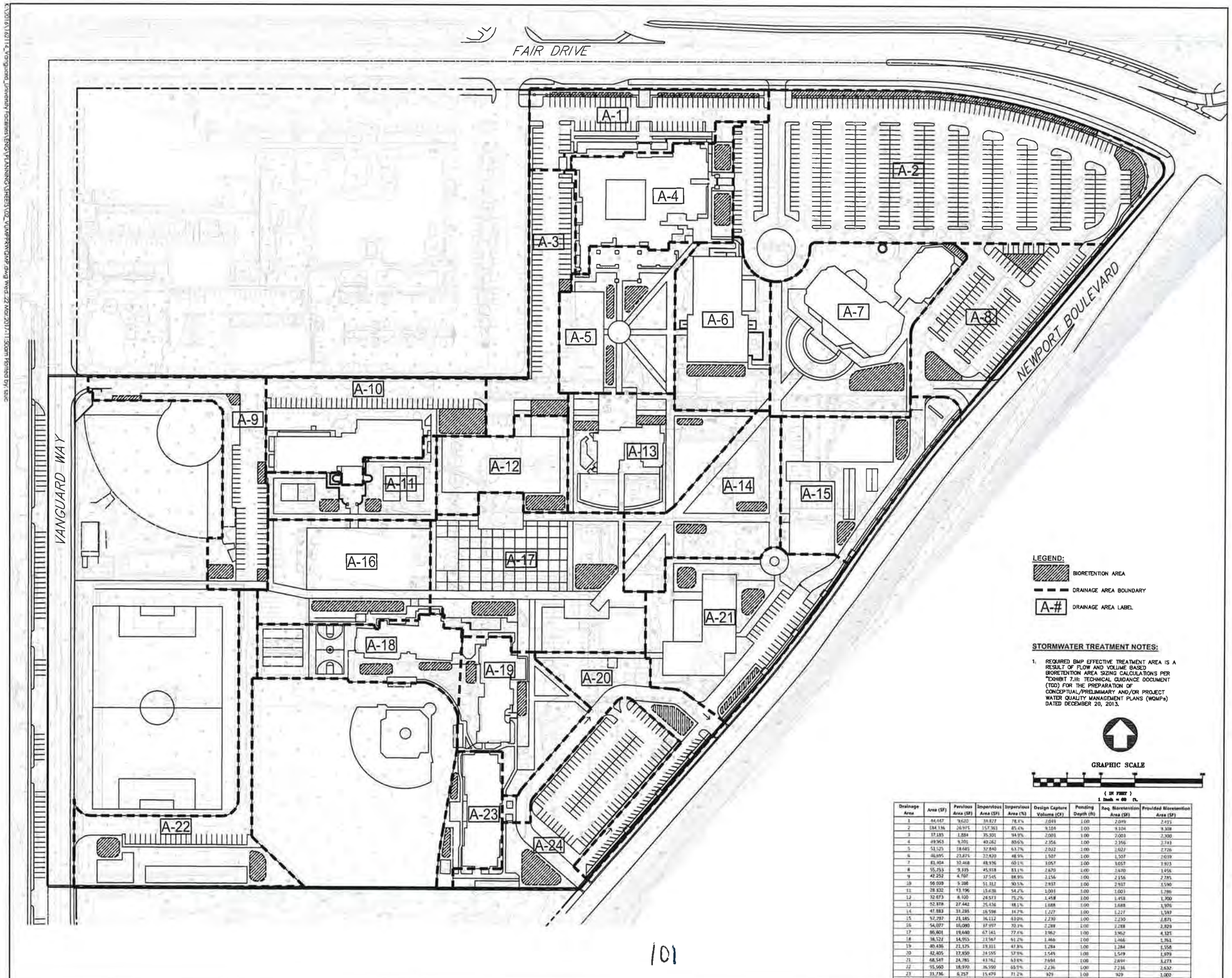

LEGEND:

- BIORETENTION AREA
- DRAINAGE AREA BOUNDARY
- A-# DRAINAGE AREA LABEL

STORMWATER TREATMENT NOTES:

1. REQUIRED BMP EFFECTIVE TREATMENT AREA IS A RESULT OF FLOW AND VOLUME BASED BIORETENTION AREA SIZING CALCULATIONS PER "EXHIBIT 7.III: TECHNICAL GUIDANCE DOCUMENT (TGD) FOR THE PREPARATION OF CONCEPTUAL/PRELIMINARY AND/OR PROJECT WATER QUALITY MANAGEMENT PLANS (WQMPs) DATED DECEMBER 20, 2013.

GRAPHIC SCALE

(IN FEET)
1 inch = 60 ft.

Drainage Area	Area (SF)	Pervious Area (SF)	Impervious Area (SF)	Impervious Area (%)	Design Capture Volume (CF)	Ponding Depth (ft)	Req. Bioretention Area (SF)	Provided Bioretention Area (SF)
1	44,447	9,620	34,827	78.4%	2,089	1.00	2,089	2,415
2	134,136	24,975	157,361	85.4%	9,104	1.00	9,104	9,308
3	37,185	1,884	35,301	94.9%	2,003	1.00	2,003	2,300
4	49,963	9,701	40,262	80.6%	2,356	1.00	2,356	2,743
5	51,523	18,683	32,840	63.7%	2,022	1.00	2,022	2,726
6	46,695	23,875	22,820	48.9%	1,507	1.00	1,507	2,039
7	81,804	32,468	48,936	60.1%	3,057	1.00	3,057	3,923
8	55,753	9,835	45,918	83.1%	2,670	1.00	2,670	3,456
9	42,252	4,707	37,545	88.9%	2,156	1.00	2,156	2,785
10	96,009	5,398	91,312	90.5%	2,937	1.00	2,937	3,590
11	28,332	13,196	15,636	54.2%	1,003	1.00	1,003	1,286
12	32,673	8,100	24,573	75.2%	1,458	1.00	1,458	1,700
13	52,378	27,442	25,436	48.1%	1,688	1.00	1,688	1,976
14	47,883	33,285	14,598	14.7%	1,227	1.00	1,227	1,597
15	57,297	21,185	36,112	63.0%	2,230	1.00	2,230	2,871
16	54,077	16,090	37,987	70.3%	2,288	1.00	2,288	2,929
17	86,801	19,640	67,161	77.4%	3,962	1.00	3,962	4,125
18	38,524	14,953	23,567	61.2%	1,466	1.00	1,466	1,761
19	40,436	21,125	19,311	47.8%	1,284	1.00	1,284	1,558
20	42,405	17,850	24,555	57.9%	1,549	1.00	1,549	1,979
21	68,547	24,781	43,761	63.8%	2,694	1.00	2,694	3,273
22	55,560	18,970	36,590	65.9%	2,236	1.00	2,236	2,632
23	33,736	6,257	15,479	71.2%	929	1.00	929	1,002
24	54,107	13,807	40,300	74.5%	2,396	1.00	2,396	2,954

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Attachment 7

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Vanguard University Campus Master Plan
Initial Study/Mitigated Negative Declaration
City of Costa Mesa, Orange County, California

Prepared for:
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Costa Mesa, CA 92628
714.754.5611

Contact: Mel Lee, Senior Planner

Prepared by:
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Irvine, CA 92602
714.508.4100

Contact: Frank Coyle, Project Director
Cecilia So, Project Manager

Report Date: March 19, 2018

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Vanguard University Campus Master Plan
Initial Study/Mitigated Negative Declaration
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Cecilia So, Project Manager

Report Date: March 19, 2018

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ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius (Centigrade)
°F	degrees Fahrenheit
$\mu g/m^3$	micrograms per cubic meter
ACM	asbestos-containing materials
AELUP	Airport Environs Land Use Plan
AMC	Asbestos Management Consultancy
AP	Alquist-Priolo
ARB	California Air Resources Board
BIOS	Biogeographic and Information Observation System
BMPs	Best Management Practices
BUOW	burrowing owl
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CMFD	Costa Mesa Fire Department
CMMC	Costa Mesa Municipal Code
CMP	Congestion Management Program
CMPD	Costa Mesa Police Department
CMPHS	Congestion Management Program Highway System
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CWA	Clean Water Act
EOP	Emergency Operations Plan
EPA	United States Environmental Protection Agency
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
GIS	Geographic Information System
HCP	habitat conservation plan
ICU	Intersection Capacity Utilization
IPaC	Information, Planning, and Conservation System
LOS	level(s) of service
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
mph	miles per hour

MWDOC	Municipal Water District of Orange County
MWRF	Mesa Water Reliability Facility
NCCP	natural community conservation plan
NMUSD	Newport-Mesa Unified School District
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NWI	National Wetlands Inventory
O&M	Operations and Maintenance
OCTA	Orange County Transit Authority
OHWM	ordinary high water mark
PRD	Permit Registration Documents
PWS	Public water supplier
RWQCB	Regional Water Quality Control Board
SAAAB	Santa Ana Army Air Base
SFHA	Special Flood Hazard Area
SWRCB	State Water Resources Control Board
tpd	tons per day
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geologic Survey
VOC	volatile organic compounds

SECTION 1: INTRODUCTION

1.1 - Purpose

The purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to identify any potential environmental impacts from implementation of the Vanguard University Campus Master Plan Project in the City of Costa Mesa, California. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, the City of Costa Mesa is the Lead Agency in the preparation of this IS/MND and any additional environmental documentation required for the project. The City has discretionary authority over the proposed project. The intended use of this document is to determine the level of environmental analysis required to comply with CEQA and to provide the basis for input from public agencies, organizations, and interested members of the public.

The remainder of this section provides a brief description of the project location and the characteristics of the project. Section 2 includes an environmental checklist giving an overview of the potential impacts that may result from project implementation. Section 3 elaborates on the information contained in the environmental checklist, along with justification for the responses provided in the environmental checklist.

1.2 - Incorporation by Reference

Pertinent documents relating to this Initial Study/Mitigated Negative Declaration (IS/MND) have been cited and incorporated, in accordance with Sections 15148 and 15150 of the CEQA Guidelines, to eliminate the need for inclusion of voluminous engineering and technical reports within the Initial Study. Of particular relevance are those previous environmental documents that present information regarding descriptions of environmental settings, and future development-related growth and cumulative impacts. The references outlined below were utilized during preparation of this Initial Study. The documents are available for review at the City of Costa Mesa Development Services Department located at 77 Fair Drive, Costa Mesa, California 92626.

City of Costa Mesa 2015-2035 General Plan (Adopted June 2016). The Costa Mesa General Plan establishes the long-range planning and policy direction that guides change and preserves the qualities that define the community. The 2035 General Plan sets forth the Vision for Costa Mesa for the next two decades. This Vision recognizes that Costa Mesa's focus remains on protecting and enhancing Costa Mesa's diverse residential neighborhoods, accommodating an array of businesses that both serve local needs and attract regional and international spending, and continuing to provide cultural, educational, social, and recreational amenities that contribute to the quality of life in the community. Over the long term, General Plan implementation will ensure that development decisions and improvements to public and private infrastructure are consistent with the goals, objectives, and policies contained in this Plan.

City of Costa Mesa 2015-2035 General Plan Environmental Impact Report. The City of Costa Mesa 2015-2035 General Plan Environmental Impact Report analyzed the potential environmental impacts that would result from implementation of the City of Costa Mesa 2035 General Plan. This

information includes General Plan EIR Table 6-1, SCAG 2008-2035 Growth Forecast, forecast population, household, and employment growth for Costa Mesa. The environmental impact analysis contained in the General Plan EIR assumes an increase in population from 109,100 in 2008 to 114,000 in 2035, a 4 percent change. Households will increase from 39,700 in 2008 to 40,900 in 2035, a 3 percent change. Furthermore, employment will decrease from 94,200 in 2008 to 88,800, a 6 percent change. The General Plan EIR concluded that impacts in the following areas would be significant and unavoidable (see General Plan EIR Section 6.5):

- Air Quality
- Greenhouse Gas Emissions

The General Plan and General Plan EIR were used in this IS/MND as a source of baseline data.

City of Costa Mesa 2013–2021 Housing Element. The State of California has declared that "the availability of housing is of vital statewide importance and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order." In addition, government and the private sector should make an effort to provide a diversity of housing opportunities and accommodate regional housing needs through a cooperative effort, while maintaining a responsibility toward economic, environmental and fiscal factors and community goals within the general plan.

Further, State Housing Element law requires "An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs." The law requires:

- An analysis of population and employment trends.
- An analysis of the City's fair share of the regional housing needs.
- An analysis of household characteristics.
- An inventory of suitable land for residential development.
- An analysis of governmental and non-governmental constraints on the improvement, maintenance and development of housing.
- An analysis of special housing needs.
- An analysis of opportunities for energy conservation.
- An analysis of publicly assisted housing developments that may convert to non-assisted housing developments.

The purpose of these requirements is to develop an understanding of the existing and projected housing needs within the community and to set forth policies and programs that promote preservation, improvement and development of diverse types and costs of housing throughout Costa Mesa.

City of Costa Mesa Municipal Code. The City of Costa Mesa Municipal Code (CMMC) consists of regulatory, penal, and administrative ordinances of the City of Costa Mesa. It is the method the City uses to implement control of land uses, in accordance with General Plan goals and policies. The City of Costa Mesa Zoning Code is found in CMMC Title 13, Planning, Zoning, and Development. The purpose of CMMC Title 13 is to promote the public health, safety, and general welfare, and preserve and enhance the aesthetic quality of the City by providing regulations to ensure that an appropriate mix of land uses occur in an orderly manner. The CMMC and CMMC Title 13 are referenced throughout this Initial Study for descriptions and requirements of the City's regulatory framework.

1.3 - Project Location

The project site is located at 55 Fair Drive, in the City of Costa Mesa, Orange County, California (Exhibit 1). More specifically, the site is located on approximately 38 acres bounded by Fair Drive, Vanguard Way, and Newport Boulevard (Exhibit 2). The site is located approximately 3.5 miles northwest of the Pacific Ocean.

Regional access to the site is provided via State Route 55 (SR-55) at the Fair Drive interchange, which is located approximately 0.60 mile northeast of the project site. Interstate 405 (I-405), which is located approximately 2.11 miles northeast of the site, and SR-73, which is located approximately 0.97 mile northeast of the site, also provide regional access. Local access to the site is provided via Fair Drive, Newport Boulevard, and Vanguard Way.

1.4 - Environmental Setting

Vanguard University currently exists on the project site. Vanguard University is zoned "Institutional & Recreation" (I&R). The total lot area of Vanguard University is 1,654,998 square feet on approximately 38 acres bounded by Fair Drive, Vanguard Way, and Newport Boulevard. According to the Vanguard University website, the current campus was moved to the project site in 1950.

In 1938, the earliest year for which aerials for the area are available, the site was undeveloped. In 1953, few structures appeared on the southern portion of the project area, three structures occupied the northern portion of the area, and Newport Boulevard was present. By 1963, Fair Drive was built and more structures occupied the southern portion of the project site. By 1980, the three structures were demolished and a large structure with its associated parking lot occupied the northwestern portion of the site. By 1995, a baseball field, softball field and soccer complex were built. Since then, the project site has resembled its current setting.

1.4.1 - Existing Surrounding Land Uses

The site is bound by Fair Drive, Civic Center Park, Pacific Amphitheatre, and residential housing units to the north. The site is bordered by the SR-55 and residential housing units across the freeway to the east. The site is bordered by residential housing units to the south. The site is bordered by Costa Mesa City Hall, Vanguard Way, and residential housing units to the west.

General Plan

According to the City of Costa Mesa General Plan Land Use Map (Exhibit 3), the site is currently designated PI (Public Institutional). The Public Institutional designation is intended for both publicly and privately owned land that provides recreation, open space, health and educational opportunities, as well as uses that provide a service to the public.

Zoning

As shown on Exhibit 4, the Official Zoning Map, the project site is currently zoned PI (Public Institutional). Under this designation the maximum building intensity for this designation is a floor area of 0.25 and a population density of 44 employees per acre.

1.5 - Project Description

According to the Vanguard University Campus Master Plan Executive Summary, the proposed Master Plan includes 12 separate projects that involve the removal and/or reconstruction of buildings on campus. The Master Plan is intended to establish and document for approval by the City of Costa Mesa, Development Areas and Development Guidelines for future buildings and related site improvements within a Master Plan framework. It is intended that the Development Areas and Development Guidelines remain fixed while allowing for the future development of buildings of various types, size and heights within these Areas, consistent with the Guidelines. The intent of the Master Plan is to enhance on campus pedestrian safety by removing internalized vehicular circulation and parking.

As shown on Exhibit 5, the following buildings are included in the Vanguard University Campus Master Plan:

- **Project A:** Gym/Events Center—This project replaces the existing gymnasium and provides adequate facilities for the Vanguard's athletics program. The center court will also transform into an events center for the campus to gather during planned events. This facility removes parking (existing Lot K) that is currently internal to the campus and a safety hazard. An outdoor space/quad will be created to the east of the facility, connecting this building to the campus core and improving pedestrian circulation.
- **Project B:** Student Center—This project removes the existing Café and Cove/Bookstore on campus, replacing them with a Student Center. The goal of this project is to build upon the collegial atmosphere of the campus while improving the facilities for campus food service, commuters, student clubs, etc. The development area for this facility includes the removal of parking lot L. The perimeter road that connects Vanguard Way to parking lot M will remain. This project will improve the campus quad and provide areas for students to gather, socialize, and study.
- **Project C:** Maintenance & Operations/Warehousing—This project relocates maintenance and operations to the southwest corner of the University. This will create a new access point to the campus for deliveries. Deliveries will enter from Vanguard Way, directly to the facility. Campus vehicles will distribute materials as needed throughout the University.

- **Project D:** Stem & Kinesiology—This project replaces antiquated Science, Technology, Engineering, Math and Kinesiology facilities on campus. The project is planned in two phases within one development area along Newport Blvd. Because of the location of the existing Smith Building, Phase 1 will ideally retain the facility, while Phase 2 will require Smith's demolition. In addition to the academic facilities, limited parking and a service road will connect the North and South parking lots along Newport Blvd. This project will remove parking lots E & F. Both lots are internal to campus and pose safety concerns.
- **Project E:** Multi-Disciplinary Academic Building—This project locates a new academic facility south of Scott Academic Center and west of Heath Academic Center. This project will replace existing modular offices and classrooms and provide growth for the campus (classrooms and offices).
- **Project F:** Learning Resource Center—This project locates a new Learning Resource Center (LRC) along the south edge of the campus core. The new LRC will replace the existing library and expand resources for all Vanguard Students.
- **Project G:** Student Housing—This project locates a Student Housing facility east of the new LRC. This facility could accommodate approximately 300 students depending on design and room size.
- **Project H:** Central Plant—This project locates a central plant on campus. Depending upon further engineering studies, the following sites within the Institutional Areas would be considered: Project A (Gym/Events Center), Project B (Student Union), Project D (STEM & Kinesiology).
- **Project I:** Athletics—This project identifies ongoing improvements to the athletic facilities.
- **Project J:** North East Parking—This project creates a new front entry for Vanguard University. Relocating the primary entry drive to the east allows direct access for vehicles to move into the parking lot and provides a formalized campus drop-off. The project also removes open space and re-organizes lots C and D.
- **Project K:** Parking Structure—This project removes lots H and G, locating a parking structure along Newport Blvd.
- **Project L:** Campus Beatification/Infrastructure—This project addresses all ongoing site improvements on campus.

Site Access

Site access would be provided by two access locations on Fair Drive, three access locations on Newport Boulevard, and one access location on Vanguard Way. Pedestrian facilities are provided via sidewalks and crosswalks in the project vicinity. There are sidewalks along Newport Boulevard South, Vanguard Way, and Fair Drive.

Architectural Features

Project implementation would introduce the construction of new buildings and remodeling of existing buildings on a college campus. Exhibit 6 illustrates the building elevations and perspectives of the proposed buildings. The buildings have been designed to blend in with the existing structures of the University for a uniform aesthetic. Decorative metal fences are proposed along the northeast and eastern edge of the project site. Numerous types of vegetation are proposed to enhance the campus and provide quality open space.

1.6 - Required Discretionary Approvals

The City of Costa Mesa, as Lead Agency for the project, has discretionary authority over the project. In order to implement this project, the Applicant would need to obtain the following permits/approvals from the City of Costa Mesa, including but not limited to:

- Planning Commission approval of the Initial Study/Mitigated Negative Declaration
- Planning Commission adoption of the Master Plan
- Demolition Permits for on-site structures and other improvements
- Grading and Building Permits to grade and construct the project
- Approval of a Construction Management Plan
- Design Review for the project

1.7 - Intended Uses of this Document

This IS/MND has been prepared to determine the appropriate scope and level of detail required in completing the environmental analysis for the proposed project. This document will also serve as a basis for soliciting comments and input from members of the public and public agencies regarding the proposed project. The Draft IS/MND will be circulated for a minimum of 30 days, during which period comments concerning the analysis contained in the IS/MND should be sent to:

Mel Lee, Senior Planner
City of Costa Mesa
Development Services Department
77 Fair Drive, Costa Mesa, CA 92628
Phone: 714.754.5611
Email: mel.lee@costamesaca.gov

Source: Census 2000 Data, The CaSIL, FCS GIS 2016.

FIRSTCARBON SOLUTIONS™

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Exhibit 1
Regional Location Map

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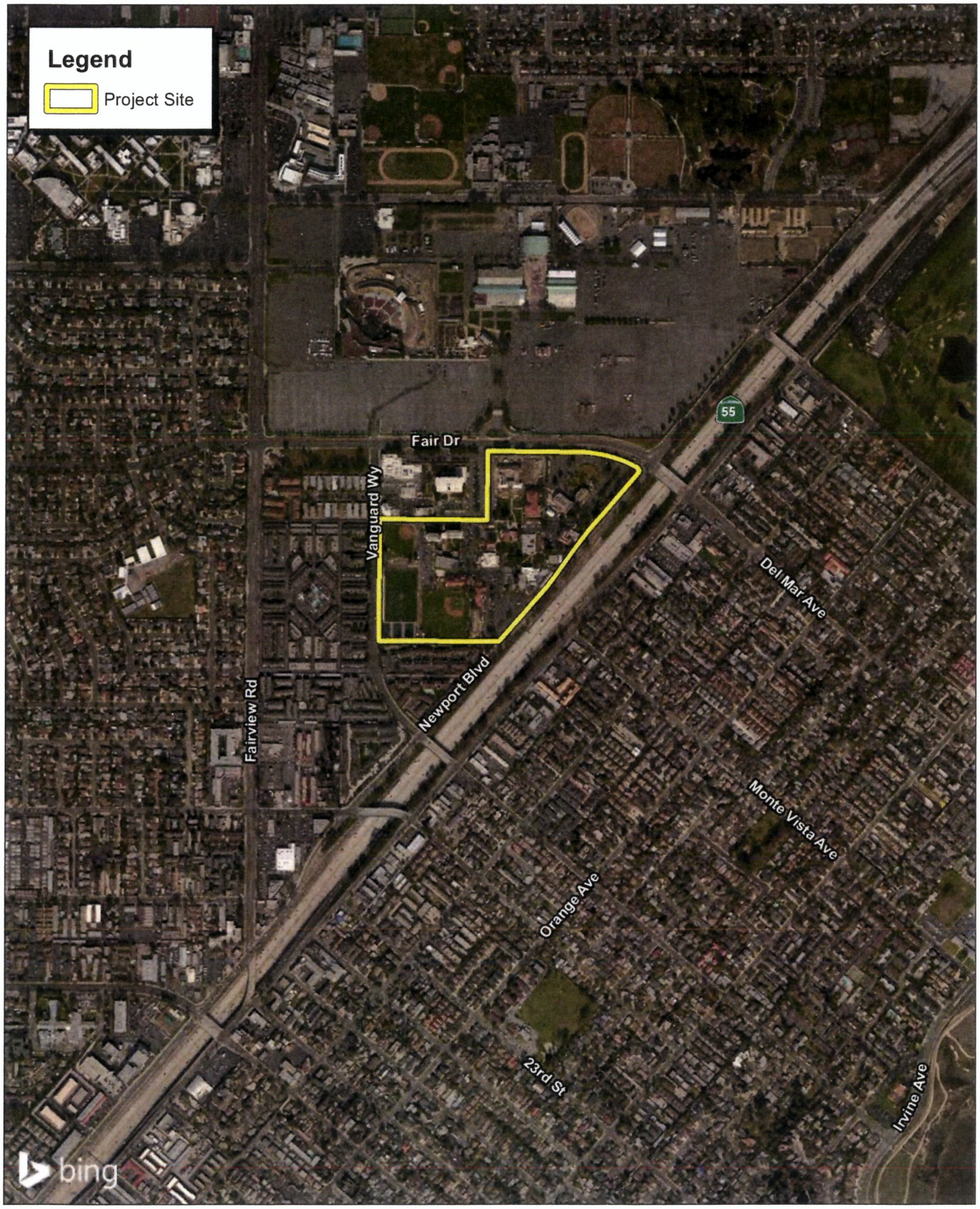

Source: Bing Imagery

FIRSTCARBON SOLUTIONS™

1,000 500 0 1,000 Feet

Exhibit 2
Local Vicinity Map
Aerial Base

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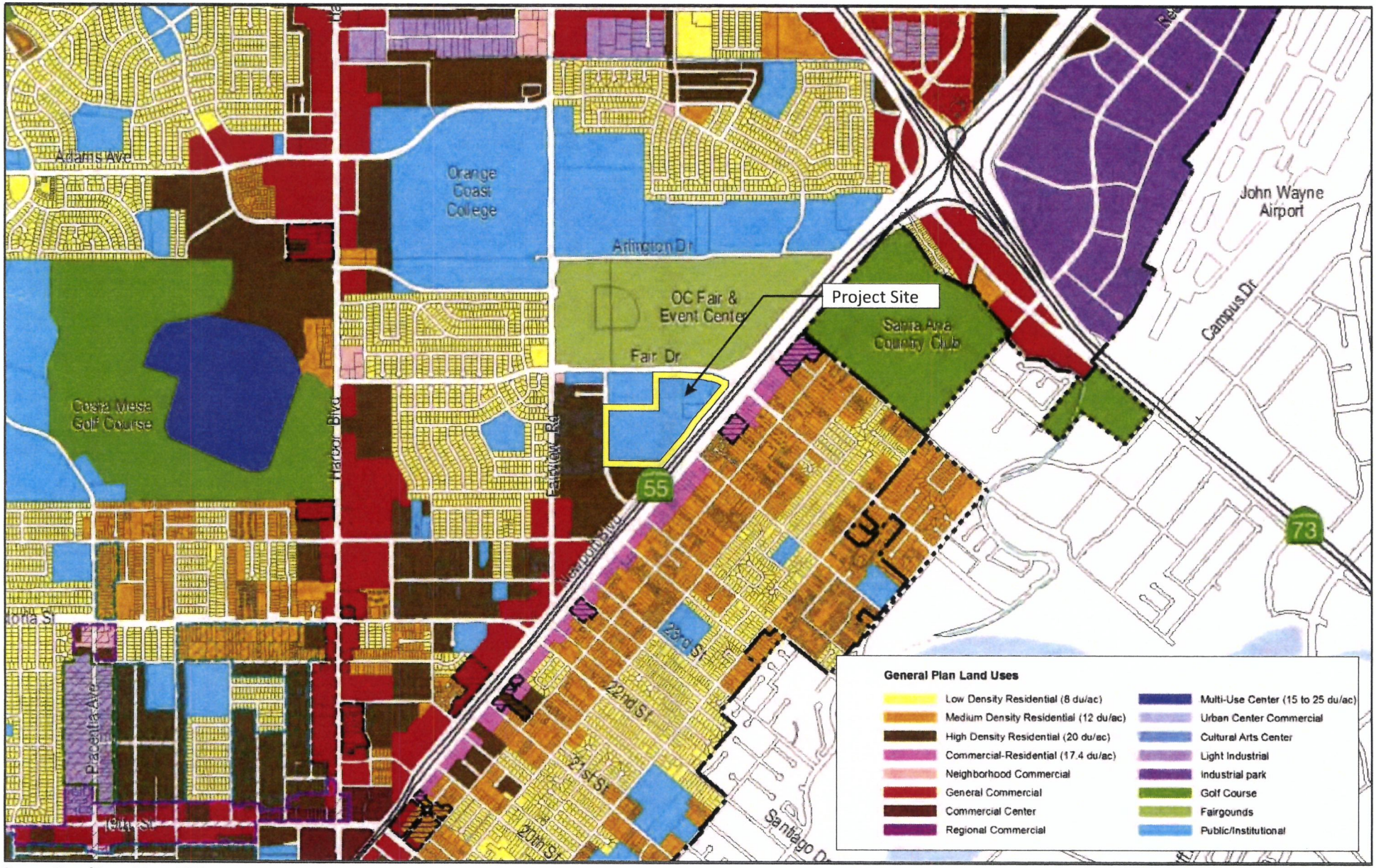

Source: City of Costa Mesa, 2017

FIRSTCARBON SOLUTIONS™

Exhibit 3
City of Costa Mesa General Plan Land Use Map

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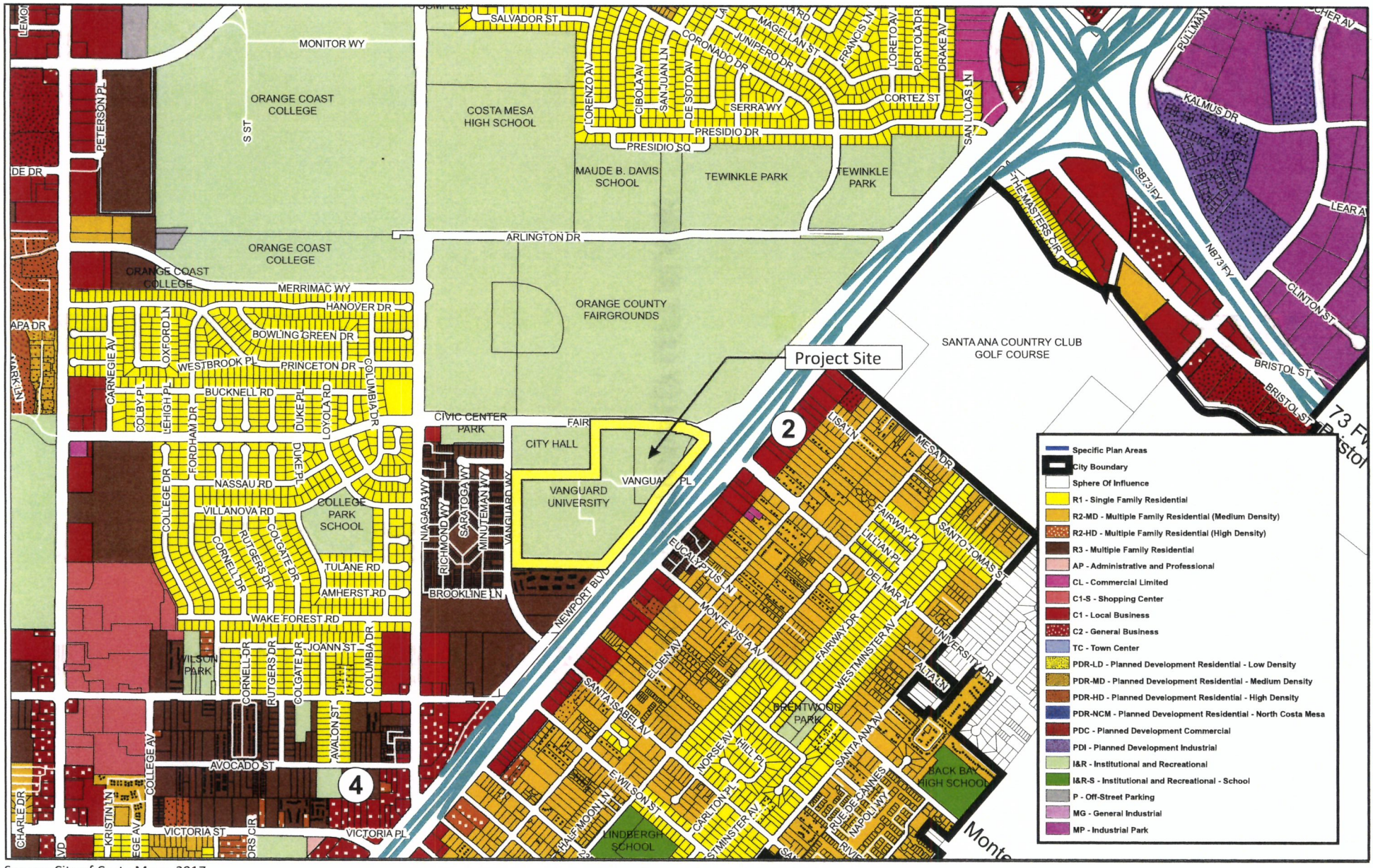

Source: City of Costa Mesa, 2017

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Exhibit 4
City of Costa Mesa Zoning Map

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Source: HPI Architecture, 2017

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Exhibit 5
Site Plan

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Source: HPI Architecture, 2017

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Exhibit 6
Renderings

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SECTION 2: ENVIRONMENTAL CHECKLIST

Environmental Factors Potentially Affected					
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.					
☐	Aesthetics	☐	Agriculture and Forestry Resources	☒	Air Quality
☒	Biological Resources	☒	Cultural/Tribal Cultural Resources	☐	Geology/Soils
☐	Greenhouse Gas Emissions	☒	Hazards/Hazardous Materials	☒	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☒	Noise
☐	Population/Housing	☐	Public Services	☐	Recreation
☒	Transportation/Traffic	☒	Utilities/Services Systems	☒	Mandatory Findings of Significance

Environmental 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 measure 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.

Date: 3/14/12 Signed: _____

Mel Lee, Senior Planner

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SECTION 3: ENVIRONMENTAL EVALUATION

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

Environmental Setting

The City of Costa Mesa planning area is almost completely urbanized. The City is approximately 1 mile from the Pacific Ocean and sits atop a plateau. Its proximity to the Pacific Ocean gives the City a distinctive visual background. The City is surrounded by the Pacific Ocean to the west, views of Upper Newport Bay to the east, and the San Gabriel Mountains and Santa Ana Mountains to the northeast. The City comprises primarily residential neighborhoods, with several commercial districts and light industrial districts scattered around the City. The City also has open space areas throughout, which include river-adjacent parks, city parks, and three golf courses.

Scenic vistas are generally defined as areas where natural landscapes form views of unique flora, geologic, or any other natural features that can be viewed without urban intrusions. The City's General Plan does not identify any scenic vistas/views in the City of Costa Mesa, although the views of the Santa Ana River and Mountains and the Pacific Ocean play a large role in the way the community defines itself. Scenic highways follow the same guidelines as scenic vistas. The City's General Plan identifies Highway 1 as an eligible State Scenic Highway, which has not yet been designated. Highway 1 runs parallel to the Pacific Ocean, but generally does not afford views toward Costa Mesa.

The existing visual character of Costa Mesa is divided into three sub-areas, or districts, that carry their own visual pattern: Residential Districts, Commercial Districts, and the Industrial Districts. Each district has its own sub-areas as well. The project site is located within the Downtown/Triangle District, which is identified in the General Plan as located at one of the busiest intersections in Costa Mesa, where Newport Boulevard and Harbor Boulevard intersect. The Triangle is an activity hub intended to draw both local and regional visitors.

The existing character of the project site consists of residential, institutional, and recreational uses. The project site is located on the existing college campus of Vanguard University. The Orange County Fairgrounds and City Hall are located directly north of the project site and residential uses are located to the west. The existing lighting on the project site comes from institutional uses as well as lighting around the project site from street lamps along Vanguard Way.

Environmental Evaluation

Would the project:

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

No impact. As described above, the General Plan does not designate any areas within Costa Mesa as scenic vistas. Furthermore, the project site exists on a college campus that is currently developed.

The proposed project is a university Master Plan that would construct a variety of new facilities for institutional, recreational, campus operations, housing and open space uses on the existing college campus for a total of 12 projects. Implementation would not have an adverse effect on a scenic vista or block any view sheds in the surrounding area.

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

No impact. The General Plan identifies the project site as Public/Institutional under the City's Land Use map. According to the California Department of Transportation's (Caltrans's) California Scenic Highway Mapping System, there are no officially designated scenic highways in the City of Costa Mesa. The closest state-designated scenic highway is SR-91, located approximately 35 miles northeast of the project site. Although the project site is considered a historic site because of the presence of historic buildings on the Vanguard University Campus, the project site is not located on a state scenic highway. As such, no impacts would occur.

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

No impact. The existing visual character of the surrounding area is highly urbanized and primarily defined by institutional and residential uses. No unique visual resources exist on the project site or in its surroundings. Project implementation would introduce the construction of new buildings and remodeling of existing buildings on a college campus.

Exhibit 6 illustrates the building elevations and perspectives of the proposed buildings. The buildings have been designed to blend in with the existing structures of the University for a uniform aesthetic. The proposed project is intended to bridge the vision of development for Vanguard University with the City's planning requirements and the larger community in which it resides. The architectural and landscape elements and design would ensure that the development of the proposed project is not detrimental to the surrounding area or uses and therefore would have no impact on the existing visual character or quality of the site and surrounding areas.

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

Less than significant impact. As described above, the existing visual character of the project site comprises residential and institutional uses. The project would not degrade the quality of the site or its surroundings, but would instead enhance the area by evolving the site to support the collegial environment that Vanguard University seeks to provide to its students and community. The site is an existing college campus that currently generates levels of light and glare typical of institutional and residential uses. Existing lighting conditions in the project area include light emanating from building interiors, security lights, and surrounding residential uses. Development of the project would introduce new lighting sources; however, these would be consistent with current lighting and follow the requirements and standards of the City of Costa Mesa Municipal Code and Standard Condition SC 4.1-1.

The Municipal Code includes the following lighting guidelines:

Chapter VI. Off-street Parking Standards, Article 3. Development Standards, Sec 13-93(d).—General Standards:

> (d) Lighting. All required parking areas and driveways shall be illuminated under the direction of the planning division. Lights used to illuminate parking areas shall be directed away from any adjoining premises located in any residential zone under direction of the planning division.

Because of the nature of the project and the existing levels of lighting on the site and surrounding area, project implementation would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Standard Conditions

SC 4.1-1 Prior to the issuance of Building Permits, the Applicant shall submit a Lighting Plan and Photometric Study for the approval of the City's Development Services Department. The Lighting Plan shall demonstrate compliance with the following:

- The mounting height of lights on light standards shall not exceed 18 feet in any location on the project site unless approved by the Development Services Director.
- The intensity and location of lights on buildings shall be subject to the Development Services Director's approval.
- All site lighting fixtures shall be provided with a flat glass lens. Photometric calculations shall indicate the effect of the flat glass lens fixture efficiency.
- Lighting design and layout shall limit spill light to no more than 0.5 foot-candle at the property line of the surrounding neighbors, consistent with the level of lighting that is deemed necessary for safety and security purposes on-site.
- Glare shields may be required for select light standards.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2. Agriculture and Forestry Resources *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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. 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Environmental Setting

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

measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (ARB).

Prime Farmland or Farmland of Statewide Importance must meet the following two criteria; must have been used for irrigated agricultural production at some time during the 4 years prior to the important farmland map date; The soil must meet the physical and chemical criteria for Prime Farmland or Farmland of Statewide Importance as determined by the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service. The project site is not currently used for farmland; however, the project site was used as agricultural/fallow land from at least 1938 to 1953 according to the Phase I Environmental Site Assessment (ESA) prepared for the project.

The Williamson Act allows county governments to enter into contracts with private landowners who agree to restrict parcels of land to agricultural uses or uses compatible with agriculture for at least 10 years. The City's 2035 General Plan EIR explains that there are no active Williamson Act contracts within the city limits.

Environmental Evaluation

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?

No impact. The project site is zoned for I&R—Institutional and Recreational under the City's Zoning Map and is designated Public/Institutional under the City's General Plan. The site is currently developed land for institutional uses. According to the California Department of Conservation Land Conservation Act Maps, there are two parcels consisting of less than 1 square mile of farmland that are recognized as either Prime Farmland or Farmland of Statewide Importance in the City of Costa Mesa. One site consists only of Prime Farmland, and is located 2.7 miles northeast of the project site, next to John Wayne Airport. The other site is located 2 miles northwest of the project site along the I-405 Freeway. Because of the distance of the designated farmland from the project site, project implementation would have no impacts on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

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

No impact. The project site is zoned for I&R—Institutional and Recreational and designated Public/Institutional under the City's General Plan. The City of Costa Mesa Zoning Map does not have any lands that are zoned for agricultural use. There are no Williamson Act contracts in the City of Costa Mesa, and, therefore, the project would not impact a Williamson Act contract or any lands zoned for agricultural use.

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

No impact. The project site is zoned for I&R—Institutional and Recreational and designated Public/Institutional under the City's General Plan. The City of Costa Mesa Zoning Map does not have any lands that are zoned as forest land or timberland. The project implementation would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

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

No impact. The project site is currently developed with the existing Vanguard University campus, and the implementation of the project would not have any impacts on forest land or conversion of forest land to non-forest use.

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

No impact. The City contains less than 1 square mile of farmland designated Prime Farmland and Farmland of Statewide Importance under the California Department of Conservation Land Conservation Act Maps. However, as stated previously, each of the two parcels of farmland is 2 miles or more away from the project site. Project implementation would not covert any Farmland to non-agricultural use. The City does not have any land designated for forest land. The project site is currently developed with existing institutional uses, and the surrounding area is designated for residential and commercial uses. Project implementation would not involve changes in the existing environment that could result in conversion of Farmland to non-agricultural use, or conversion of forest land to non-forest use. Therefore, no impacts would occur.

Mitigation Measures

None.

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

Environmental Setting

This analysis is based on the Air Quality Impact Analysis report dated November 26, 2017. The report is contained in Appendix A of this IS/MND.

The project site is located in the City of Costa Mesa, California and within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the South Coast Air Basin (SoCAB). The SCAQMD has developed daily regional and localized thresholds of significance to evaluate construction and operational emissions within its jurisdiction. The established emissions thresholds were based on the attainment status of the air basin relative to air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety, these emissions thresholds are considered conservative and would overstate an individual project's contribution related to air quality and health risks.

Significance Thresholds

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. For purposes of this assessment, the significance thresholds recommended by the SCAQMD below were adopted here to address the significance of impacts for purposes of CEQA analysis.

Regional Thresholds

SCAQMD has adopted regional construction and operational emissions thresholds to determine a project's cumulative impact on air quality in the SCAQMD.

Regional Thresholds for Construction Emissions

Projects in the SoCAB would generate significant construction-related regional emissions if daily emissions would exceed:

- 75 pounds per day of volatile organic carbon (VOC), also known as reactive organic gases (ROG);
- 100 pounds per day of oxides of nitrogen (NO_X);
- 550 pounds per day of carbon monoxide (CO);
- 150 pounds per day of oxides of sulfur (SO_X);
- 150 pounds per day of particulate matter with a diameter of 10 microns or less (PM_{10}); or
- 55 pounds per day of particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$).

Regional Thresholds for Operational Emissions

Projects in the SoCAB would generate significant operational regional emissions if daily emissions would exceed:

- 55 pounds per day of VOC;
- 55 pounds per day of NO_X;
- 550 pounds per day of CO;
- 150 pounds per day of SO_X;
- 150 pounds per day of PM_{10}; or
- 55 pounds per day of $PM_{2.5}$.

Localized Air Quality Significance Thresholds

The SCAQMD published its first Final Localized Significance Threshold (LST) Methodology in June 2003, which was revised in October 2006 to include a methodology to calculate $PM_{2.5}$ and $PM_{2.5}$ thresholds—its Final Methodology to Calculate Particulate Matter (PM) and $PM_{2.5}$ Significance Thresholds—and revised again in July 2008 to include LST look-up tables for the 1-hour NO_2 ambient air quality standard. SCAQMD recommends that all air quality analyses include a localized assessment of both construction and operational emissions on nearby sensitive receptors. LSTs represent the maximum mass emissions from a project site that would not result in pollutant concentrations that exceed NAAQS or CAAQS. LSTs are based on the ambient concentrations of that pollutant within the Source Area Receptor (SRA) where a project is located, the distance to the nearest sensitive receptor, and the size of the project site, all of which are the primary factors that influence pollutant concentrations. The project site is located in the City of Costa Mesa, which is part of SRA 18 (North Coastal Orange County).

Environmental Evaluation

Would the project:

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

Less than significant impact. To evaluate whether or not a project conflicts with, or obstructs the implementation of the applicable air quality plan (2017 Air Quality Management Plan (AQMP) for the South Coast Air Basin), the *SCAQMD CEQA Air Quality Handbook* states that there are two key indicators. These indicators are identified by the criteria discussed below.

1. Indicator: Whether the Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Indicator: According to Chapter 12 of the *SCAQMD CEQA Air Quality Handbook*, the purpose of the General Plan consistency findings is to determine whether a Project is inconsistent with the growth assumptions incorporated into the air quality plan, and thus, whether it would interfere with the region's ability to comply with federal and California air quality standards.

Considering the recommended criteria in the CEQA Handbook, this analysis uses the following criteria to address this potential impact:

- Criterion 1: Project's contribution to air quality violations (SCAQMD's first indicator);
- Criterion 2: Assumptions in AQMP (SCAQMP's second indicator); and
- Criterion 3: Compliance with applicable emission control measures in the AQMPs.

Criterion 1: Project's Contribution to Air Quality Violations

According to the SCAQMD, the project is consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP (SCAQMD AQMP 1993, page 12-3). The project would not violate any air quality standard or cumulatively contribute substantially to an existing or projected air quality violation based on conformance with the various SCAQMD regional and localized significance thresholds during construction and operation. Therefore, the project meets this criterion and would be consistent with the AQMP.

Step 2: Assumptions in AQMP

According to Chapter 12 of the SCAQMD CEQA Air Quality Handbook, the purpose of the General Plan consistency finding is to determine whether a project is inconsistent with the growth assumptions incorporated into the air quality plan and thus, whether it would interfere with the region's ability to comply with federal and California air quality standards. The proposed project involves the demolition and replacement of several on-campus buildings, which would result in an

increase of 504 full-time students based on the traffic study report provided by Kunzman Associates, Inc. Therefore, the project would not adversely affect growth assumptions within the AQMP.

Step 3: Control Measures

The project would also comply with all applicable rules and regulations of the SCAQMD. Because of the nature of the proposed project, which includes earthmoving activity, SCAQMD Rule 403 applies to this project (SCAQMD 2005). Rule 403 governs emissions of fugitive dust during construction and operation activities. The rule requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Compliance with this rule is achieved through application of standard Best Management Practices (BMPs). These BMPs include application of water or chemical stabilizers to disturbed soils; covering haul vehicles; restricting vehicle speeds on unpaved roads to 15 miles per hour; sweeping loose dirt from paved site access roadways; cessation of construction activity when winds exceed 25 miles per hour; and establishing a permanent ground cover on finished sites. The proposed project's compliance with SCAQMD Rule 403 would result in consistency with the applicable AQMP control measures. As such, emissions from fugitive dust during construction would be minimal.

Accordingly, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan; therefore, the impact would be less than significant.

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

Less than significant impact with mitigation incorporated. This item addresses regional criteria pollutant impacts including ozone, VOC, NO_X, CO, SO_X, and particulate matter (PM_{10} and $PM_{2.5}$). The United States Environmental Protection Agency (EPA) and the ARB designate air basins within the State where ambient air quality standards are exceeded "non-attainment" areas. If standards are met, the area is designated an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National non-attainment areas are further designated marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or "form" of what constitutes attainment, based on specific air quality statistics. For example, the federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual $PM_{2.5}$ standard is met if the 3-year average of the annual average $PM_{2.5}$ concentration is less than or equal to the standard. The SoCAB is designated non-attainment for the state and/or federal ozone, PM_{10}, and $PM_{2.5}$ standards.

Ozone is a regional pollutant formed by a photochemical reaction in the atmosphere and not directly emitted into the air. Ozone precursors, such as volatile organic compounds (VOC) and nitrogen oxides (NO_X), react in the atmosphere in the presence of sunlight to form ozone. Therefore, the SCAQMD does not specifically have an ozone significance threshold but bases its control of ozone levels by implementing significance thresholds on the emissions of the ozone precursors, VOC and

NO_X. This impact section includes analysis of, and significance determinations for VOC, NO_X, CO, SO_X, and particulate matter (PM_{10} and $PM_{2.5}$). The construction and operational emissions from the project were estimated using the CalEEMod Version 2016.3.1.

Construction Emissions

Construction-related emissions are described as short-term (or temporary) in duration. Construction activities associated with the project would result in emissions of criteria air pollutants (i.e., PM_{10}, $PM_{2.5}$, CO, and the Ozone precursors VOC and NO_X) from (1) construction equipment that performs excavation, grading, and erection of building materials; (2) material handling and transport; and (3) other miscellaneous activities, including worker commuting vehicles and application of architectural coatings. Construction was assumed to commence in 2018 and be completed in 2020 with a construction schedule of 8 hours per day, 5 days per week. The traffic Impact Study prepared by Kunzman Associates, Inc. estimated the opening year as 2020. Therefore, to be consistent with the traffic study, the project was assumed to begin construction in January 2018 and completed and operational by 2020.

The construction schedule assumptions and construction equipment are discussed in the project's Air Quality Analysis Report, provided as Appendix A to this ISMND. The unmitigated regional maximum daily concentration emissions are shown in Table 1, and include those emissions generated from both on-site construction activities and from off-site sources such as construction vehicle travel.

Table 1: Maximum Daily Regional Construction Emissions—Unmitigated

Activity	Daily Emissions (pounds per day)					
	NO_X	VOC	CO	SO_X	PM_{10}	$PM_{2.5}$
Demolition	42.10	3.90	23.74	0.05	3.47	2.09
Site Preparation	48.26	4.65	23.13	0.04	10.91	6.89
Grading	108.48	6.56	47.49	0.18	8.66	4.98
Building Construction—2018	34.92	4.23	29.20	0.07	4.77	2.36
Building Construction—2019	31.99	3.79	27.79	0.07	4.55	2.15
Building Construction—2020	29.18	3.43	26.58	0.07	4.35	1.97
Paving	14.11	1.80	15.11	0.19	0.80	0.74
Architectural Coating	1.81	55.37	3.22	0.01	0.63	0.25
Maximum Daily Emissions	108.48	55.37	47.49	0.19	10.91	6.89
SCAQMD Air Quality Significance Thresholds	100	75	550	150	150	55
Exceed Threshold?	**Yes**	No	No	No	No	No

Notes:
NO_X = nitrogen oxides; VOC = volatile organic compounds; CO = carbon monoxide
PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less
$PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers
The PM_{10} and $PM_{2.5}$ emissions reflect the exhaust and "mitigated" fugitive dust emissions in accordance with SCAQMD Rule 403.
Source of emissions: FCS 2017—For each source, the maximum emissions between summer and winter are shown.

As shown in Table 1, the maximum daily regional construction emissions of NO_X would exceed the SCAQMD's recommended threshold of significance. Therefore, Mitigation Measure (MM) AIR-1 is recommended, which would require off-road construction equipment meeting EPA Tier III construction equipment emission standards. The construction emissions after mitigation are shown in Table 2. As shown below, the regional maximum daily construction emissions are below SCAQMD's significance thresholds with implementation of Mitigation Measure AIR-1.

Table 2: Maximum Daily Regional Construction Emissions—Mitigated

Activity	Daily Emissions (pounds per day)					
	NO_X	VOC	CO	SO_X	PM_{10}	$PM_{2.5}$
Demolition	22.09	1.10	26.11	0.05	2.40	1.15
Site Preparation	19.13	1.02	23.62	0.04	9.28	5.47
Grading	78.94	2.99	49.12	0.18	7.84	3.85
Building Construction-2018	25.76	2.22	29.50	0.07	4.17	1.85
Building Construction-2019	25.14	2.10	28.50	0.07	4.16	1.84
Building Construction-2020	24.22	1.98	27.61	0.07	4.14	1.82
Paving	11.34	1.01	17.75	0.19	0.65	0.65
Architectural Coating	1.48	55.18	3.22	0.01	0.61	0.23
Maximum Daily Emissions	78.94	55.18	49.12	0.19	9.28	5.47
SCAQMD Air Quality Significance Thresholds	100	75	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No

Notes:
NO_X = nitrogen oxides; VOC = volatile organic compounds; CO = carbon monoxide
PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less
$PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers
The PM_{10} and $PM_{2.5}$ emissions reflect the exhaust and "mitigated" fugitive dust emissions in accordance with SCAQMD Rule 403.
Source of emissions: FCS 2017—For each source, the maximum emissions between summer and winter are shown.

Operational Emissions

Operational emissions are generated by area, energy and mobile sources once a project commences operation. Area sources would include activities such as landscape maintenance and occasional architectural coatings. Energy sources would include electricity and natural gas combustion for space and water heating. Mobile sources would include vehicle trips associated with project-generated traffic. The operational emissions were estimated separately for summer and winter seasons. Note that the project proposes to replace several buildings with new buildings. Therefore, the operational emissions for the existing buildings were also estimated for the year 2020, the first operational year for the project. Table 3 and Table 4 show the estimated operational-related regional daily emissions for the existing project and proposed project, respectively. The net changes

in operational emissions are also provided in Table 4 and compared with the SCAQMD regional emission significance thresholds.

Table 3: Maximum Daily Existing Regional Operational Emissions (2020)

Emission Source	Mass Daily Emissions (pounds per day)					
	NO_X	VOC	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	<0.01	7.49	0.20	<0.01	<0.01	<0.01
Energy	1.46	0.16	1.23	0.01	0.11	0.11
Mobile	33.72	8.46	109.21	0.39	33.56	9.23
Existing Stationary Source Emissions	0.09	0.02	0.35	<0.01	0.03	0.03
Total Existing Operation Emissions	35.27	16.13	110.99	0.40	33.70	9.37

Notes:
ROG = reactive organic gases
NO_X = oxides of nitrogen
PM_{10} = particulate matter 10 microns in diameter
$PM_{2.5}$ = particulate matter 2.5 microns in diameter
Source: CalEEMod Version 2016.3.1, see Appendix A.

Table 4: Maximum Daily Project and Net Regional Operational Emissions (2020)

Emission Source	Mass Daily Emissions (pounds per day)					
	NO_X	VOC	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	<0.01	9.50	0.36	<0.01	<0.01	<0.01
Energy	1.85	0.20	1.55	0.01	0.14	0.14
Mobile	43.80	10.52	132.33	0.47	42.34	11.64
Total Operational Emissions (2020)	45.65	20.22	134.24	0.48	42.48	11.79
Existing Operational Emissions (2020)	35.27	16.13	110.99	0.40	33.70	9.37
Net Operational Emissions	10.38	4.08	23.25	0.08	8.77	2.42
SCAQMD Average Daily Emission Thresholds (lbs/day)	55	55	550	150	150	55
Exceeds thresholds?	No	No	No	No	No	No

Notes:
ROG = reactive organic gases
NO_X = oxides of nitrogen
PM_{10} = particulate matter 10 microns in diameter
$PM_{2.5}$ = particulate matter 2.5 microns in diameter
Source: CalEEMod Version 2016.3.1, see Appendix A.

As shown in Table 4, the net regional operational daily emissions generated by the project would not exceed the SCAQMD's regional significance thresholds.

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

Less than significant impact. The project's regional construction and operational emissions with Tier III mitigation for off-road construction equipment were determined to result in emissions below the SCAQMD's project-level thresholds of significance. The thresholds of significance represent the allowable amount of emissions each project can generate without generating a cumulatively considerable contribution to regional air quality impacts. If an area is in non-attainment for a criteria pollutant, then the background concentration of that pollutant has historically exceeded the ambient air quality standard. It follows that if a project exceeds the regional thresholds for that non-attainment pollutant, then it would result in a cumulatively considerable net increase of that pollutant and result in a significant cumulative impact.

As discussed above, the region is non-attainment for the federal and state ozone standards, the state PM_{10} standards, and the federal and state $PM_{2.5}$ standards. Therefore, a project that would not exceed the SCAQMD thresholds of significance on a project-level would also not result in a cumulatively considerable contribution to these regional air quality impacts, and impacts from the project would be cumulatively less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. To result in a less than significant impact, the following criteria must be true:

- **Criterion 1:** Localized significance threshold assessment: emissions and air quality impacts during project construction or operation must be below the SCAQMD local significance thresholds.
- **Criterion 2:** Toxic air contaminant (TAC) analysis must demonstrate that the project would not result in significant health risk impacts to sensitive receptors during construction.
- **Criterion 3:** TAC analysis must demonstrate that TAC emissions from sources external to the project would not result in significant health risk impacts to the new on-site sensitive receptors.
- **Criterion 4:** CO hot spot assessment must demonstrate that the project would not result in the development of a CO hot spot that would result in an exceedance of the CO ambient air quality standards.

Criterion 1: Localized Significance Threshold

The localized effects from the on-site portion of daily emissions were evaluated at sensitive receptor locations according to the SCAQMD's LST method, which applies to the following criteria pollutants: NO_2, carbon monoxide, PM_{10} and $PM_{2.5}$. The LST Method is a two-step process.

1. To determine if any of the emissions require a detailed analysis (i.e., dispersion modeling), each phase of construction was first screened using the SCAQMD's Mass Rate LST Look-Up Tables Tables); the tables were developed by the SCAQMD to readily determine if the daily on-site emissions from a project could result in a significant impact to the local air quality; by their nature as a screening tool, the tables provide conservative estimates of emission impacts in terms of over-estimating air quality impacts.
2. If the emission screening using the Tables indicate an exceedance of the thresholds after mitigation, then a detailed air dispersion modeling the project's air quality impacts would be necessary; such a modeling impact assessment would use site-specific information such as the location of emissions and receptors, and meteorological data representative of the project site.

Specifically, LSTs represent the maximum on-site emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. When quantifying mass emissions for localized analysis, only emissions that occur on-site are considered. Consistent with the SCAQMD's LST guidelines, emissions related to off-site delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts. The SCAQMD has recommended LSTs for both project construction and operational emissions.

The project is located within SRA 18, North Coastal Orange County. The nearest sensitive receptors from the project site would be in the student housing area located approximately 30 meters to the northwest of the project construction area.

Construction

The project's on-site emissions from construction activities were compared with the LSTs for a 4-acre site in SRA 18 at a distance of 25 meters to the nearest sensitive receptor (the closest distance to the nearest sensitive receptor contained in the tables). The use of a 4-acre construction area was based on the amount of disturbed area in a single day during grading operations that require the largest numbers of construction equipment. Table 5 shows the maximum daily on-site construction emissions.

Table 5: Maximum Daily Construction Localized Significance Emissions—Unmitigated

Activity	Mass Daily Emissions (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition	38.32	22.30	3.08	1.98
Site Preparation	48.20	22.48	10.71	6.84
Grading	59.52	35.09	5.55	3.99
Building Construction-2018	23.39	17.58	1.50	1.41
Building Construction-2019	21.08	17.16	1.29	1.21

Table 5 (cont.): Maximum Daily Construction Localized Significance Emissions—Unmitigated

Activity	Mass Daily Emissions (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Building Construction-2020	19.19	16.85	1.12	1.05
Paving	14.07	14.65	0.75	0.69
Architectural Coating	1.68	1.83	0.11	0.11
Maximum On-site Daily Emissions	59.52	35.09	10.71	6.84
SCAQMD LST Significance Thresholds	175	1563.3	11.7	7.7
Exceed Threshold?	No	No	No	No

Notes:
NO_X = nitrogen oxides; VOC = volatile organic compounds; CO = carbon monoxide
PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less
$PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers
The PM_{10} and $PM_{2.5}$ emissions reflect the exhaust and "mitigated" fugitive dust emissions in accordance with SCAQMD Rule 403.
Source of emissions: FCS 2017—For each source, the maximum emissions between summer and winter are shown.

As shown in Table 5, unmitigated on-site construction emissions are below the LSTs. If the project results in emissions that do not exceed the LSTs, it follows that those emissions would not cause or contribute to a local exceedance of appropriate ambient air quality standard. Therefore, the project would not result in an exceedance of, or contribute to an exceedance of an ambient air quality standard or expose receptors to substantial criteria pollutant concentrations from construction from construction activities.

Operations

Similar to the construction LST analysis above, the applicable operational LSTs were obtained for a project located in SRA 18, a four-acre project site, and the nearest sensitive receptor of 25 meters away. Because a majority of the project's mobile-source emissions would occur on the local and regional roadway network away from the project, only the on-site area-, energy-, and mobile-source emissions were included in this analysis. A trip length of 0.5 mile was used in the modeling input assumptions to account for on-site emissions from mobile sources. The net change in operational emissions between existing on-site emissions and the proposed project's on-site emissions was compared with the SCAQMD's LST to determine if the net change in emissions would exceed the significance thresholds. Table 6 presents the project's maximum daily on-site emissions compared with the operational LSTs.

Table 6: Maximum Daily Project Localized Operational Emissions—Unmitigated

Operational Activity	On-site Emissions (pounds per day)[1]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area	<0.01	0.24	<0.01	<0.01
Energy	1.85	1.55	0.14	0.14
Mobile	15.25	28.78	2.04	0.58
Maximum On-site Daily Emissions	17.10	30.57	2.18	0.72
Operations Localized Significance Threshold	175	1,563	3.3	2
Exceed Threshold?	No	No	No	No

Notes:
NO_X = nitrogen oxides; CO = carbon monoxide; PM_{10} and $PM_{2.5}$ = particulate matter
Source of emissions: CalEEMod Output (Appendix A).
[1] Emissions shown represent the maximum daily emissions from summer and winter seasons for each operational emission source and pollutant. Therefore, total daily operational emissions represent maximum daily emissions that could occur throughout the year.
Source of thresholds: South Coast Air Quality Management District 2009, for SRA 18, 25 meters, 4-acre site.

As shown above, the project's maximum daily on-site operational emissions would not exceed the SCAQMD's LSTs. Note that since the project's operational emissions do not in and of themselves exceed thresholds, the net change from existing emissions would also not exceed the thresholds. Therefore, the net change in on-site operational emissions would not exceed the SCAQMD's LST and would not result in significant localized impacts.

Criterion 2: Toxic Air Contaminant Analysis

Health risks from TACs are twofold. First, TACs are carcinogens according to the State of California. Second, short-term acute and long-term chronic exposure to TACs can cause non-cancer health effects to the respiratory system and other organs. Each of these health risks has been analyzed and is discussed below.

Estimated annual average air concentrations of diesel particulate matter (DPM) were made applying an air dispersion model, the EPA AERMOD model. The AERMOD (Version 16216r) air dispersion model is a mathematical formulation used to estimate the air quality impacts at specific locations (receptors) surrounding a source of emissions given the rate of emissions and prevailing meteorological conditions. Specifically, the AERMOD model was used to estimate levels of air emissions at sensitive receptor locations from the project's construction PM_{10} exhaust emissions. The use of the AERMOD model provides a refined methodology for estimating construction impacts by utilizing long-term, measured representative meteorological data for the project site and a representative construction schedule.

Cancer Risks

Health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to TAC concentrations over a period of time will contract cancer, based on the use of standard risk-assessment methods. The cancer risk assessment method applied in this assessment is based on the guidance provided in SCAQMD Rule 1401 that addresses the increased sensitivity and susceptibility of infants and young children to exposures to TACs. For purposes of this assessment, the duration of exposure was taken as the duration of the construction period from 2018 to 2020. Two types of sensitive receptors were accounted for in the health risk assessment for construction:

- Off-site sensitive receptors, aged from the third trimester before birth to 3 years of age
- On-site sensitive reports, exposed as adult students (aged 18 and older)

The most important TAC with regard to potential health impacts during construction results from emissions of DPM from the operation of off-site construction equipment and material haul and vendor truck operations. Some studies indicate that DPM poses the greatest health risk among the TACs listed above. A 10-year research program (ARB 1998) demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

Non-cancer Hazards

Chronic health effects are characterized by prolonged or repeated exposure to a TAC over many days, months, or years. Symptoms from chronic health impacts may not be immediately apparent and are often irreversible. This risk is measured with the Chronic Hazard Index, an expression of potential for non-cancer health effects; SCAQMD's significance threshold for chronic TAC exposure is a Hazard Index increase of one or more.

Health Impacts during Construction

Annual average construction exhaust emissions of DPM were estimated using the CalEEMod model (Version 2016.3.1) as shown in Table 7. Detailed assumptions and methodologies are explained in detail in the Air Quality Analysis Report, provided in Appendix A.

Table 7: Project DPM (as PM_{10} Exhaust) Construction Emissions—Unmitigated

Year	On-site DPM (grams/m^2-sec)	Off-site DPM From SR-55 to Project (grams/sec)
2018	3.25E-07	4.07E-05
2019	2.22E-07	4.81E-05

Table 7 (cont.): Project DPM (as PM_{10} Exhaust) Construction Emissions—Unmitigated

Year	On-site DPM (grams/m^2-sec)	Off-site DPM From SR-55 to Project (grams/sec)
2020	1.54E-07	5.82E-05

Note:
DPM = diesel particulate matter
Source: CalEEMod and FirstCarbon Solutions; see Appendix B.

The estimated health and hazard impacts at the maximum impacted sensitive receptor (MIR) from the project's construction emissions are provided in Table 8 for off-site sensitive receptors. The health risk impacts analysis for off-site receptors included exposures from pre-birth to adult ages. The health risks for on-site sensitive receptors included receptors located at existing student residences.

Table 8: Estimated Health Risks and Hazards During Construction—Unmitigated

Health Impact Metric	Cancer Risk (risk per million)	Chronic Non-Cancer Hazard Index[2]
Risks and Hazards at the Maximum Impacted Off-site Sensitive Receptor (MIR): Infants to children[1]	5.1	0.02
Risks and Hazards at the Maximum Impacted Sensitive Receptor (MIR): Adult[2]	0.6	<0.01
SCAQMD Significance Threshold	10.0	1.0
Exceeds Individual Source Threshold?	No	No

Notes:
1 Infants and children age groups are for off-site residential receptors only. The maximum impacted off-site sensitive receptors are the residents located east of the SR-55, which is approximately 470 feet southeast of the project site.
2 Maximum impacted sensitive receptor is the student housing Huntington Hall located on campus, which is approximately 100 feet east of the project construction site.
Source: CalEEMod and FirstCarbon Solutions, see appendix B.

As shown above, the cancer risks and non-cancer hazard index at the MIR would not exceed the SCAQMD's recommended thresholds of significance during construction.

During Operations

The operation of the project is not expected to emit TACs in any meaningful quantity, as it is a continuation of the existing university use and would not generate high volumes of heavy truck trips or include other uses that emit TACs. Therefore, no health risk impacts are expected from the operation of the project.

Criterion 3: Toxic Air Contaminant Analysis—SR-55 Traffic

The SR-55 is located approximately 0.6 mile northeast of the project site. The principal concern from SR-55 is TAC emissions from the vehicle traffic that travels along the freeway every day and the resulting health impacts on the project's sensitive receptors. Principal among these TACs are DPM emissions from diesel fueled vehicles and total organic gases from both diesel and gasoline-fueled vehicles.

Traffic along the SR-55 was estimated from traffic information in terms of annual average daily travel (AADT) available from Caltrans monitoring site near the Mesa Drive/SR55 overpass. The traffic was subdivided into automobiles and trucks in accordance with Caltrans traffic vehicle mix and projected to the 2020–2025 analysis period based on measured AADT trends at the Caltrans monitoring site. Emissions from the traffic along SR-55 were derived from the vehicle AAADT, vehicle mix, vehicle speed, and emission factors provided by the ARB EMFAC2014 mobile source emission model. The 2020–2025 analysis period was used to characterize potential exposures to DPM emissions for students who would remain on-site during their pursuit of a bachelor's and/or a master's degree.

The estimated health risks and hazard impacts at the MIR from SR-55's vehicle emissions are provided in Table 9.

Table 9: Estimated Health Risks and Hazards from SR-55

Health Impact Metric	Cancer Risk (risk per million)	Chronic Non-Cancer Hazard Index[(2)]	1-hr Acute Non-Cancer Hazard Index
Risks and Hazards at the Maximum Impacted On-site Sensitive Receptor (MIR): Adult[(1)]	0.6	<0.01	<0.01
SCAQMD Significance Threshold	10.0	1.0	1.0
Exceeds Individual Source Threshold?	No	No	No

Notes:

1 Maximum impacted sensitive receptor is the southeast corner of the new student housing located on campus, which is approximately 110 feet west of SR-55.

2 Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM_{10} exhaust) by the REL of 5 $\mu g/m^3$.

Source: CalEEMod and FirstCarbon Solutions, see appendix B.

As shown above, the cancer risks, and non-cancer hazard index at the MIR would not exceed the SCAQMD's recommended thresholds of significance, due to the proximity of SR-55 to the project site.

Criterion 4: Carbon Monoxide Hot Spot Analysis

Carbon monoxide (CO) "hot spot" thresholds ensure that emissions of CO associated with traffic impacts from a project in combination with CO emissions from existing and forecasted regional traffic do not exceed state or federal standards for CO at any traffic intersection impacted by the project.

The largest contributor of CO emissions during project operations is typically from motor vehicles. A CO hotspot represents a condition where high concentrations of CO may be produced by motor vehicles accessing a congested traffic intersection under heavy traffic volume conditions. The CO hotspot thresholds are represented by the most stringent state or federal CO ambient air quality standard:

- 8-hour CO standard: 9 ppm (state/federal)

It has long been recognized that CO exceedances are caused by vehicular emissions (EPA 2000), primarily when idling at intersections (SCAQMD 1993, 2003). Accordingly, vehicle emissions standards have become increasingly more stringent. Before the first vehicle emission regulations, cars in the 1950s were typically emitting about 87 grams of CO per mile (EPA).

Since the first regulation of CO emissions from vehicles (model year 1966) in California, vehicle emissions standards for CO applicable to light duty vehicles have decreased by 96 percent for automobiles, and new cold weather CO standards have been implemented, effective for the 1996 model year. Currently, the CO standard in California is a maximum of 3.4 grams/mile for passenger cars (with provisions for certain cars to emit even less) (ARB 2010). With the turnover of older vehicles, introduction of cleaner fuels and implementation of control technology on industrial facilities, CO concentrations in the SoCAB have steadily declined.

The analysis prepared for CO attainment in the SoCAB by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the SoCAB. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) (SCAQMD 1992). As discussed in the 1992 CO Plan, peak CO concentrations in the SoCAB are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which had a daily traffic volume of approximately 100,000 vehicles.

Kunzman Associates, Inc. provided the traffic study for the proposed project, which included existing, existing plus project and opening year traffic conditions. Each traffic condition estimated the average daily traffic volumes (AADT) during peak hour for the nearby intersections. The intersection of Newport Blvd and Projected South Driveway has the highest AADT within the project area. The highest AADT is 184 trips during PM peak hour. The traffic study estimated the project would generate 1,361 daily trips along the roadways within the project vicinity. Therefore, none of the intersections near the proposed project site would have peak hourly traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the

local meteorology to conclude that intersections affected by the project would yield higher CO concentrations if modeled in detail. Therefore, the operational CO impact would be less than significant.

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

Less than significant impact. Odors can cause a variety of responses. The impact of an odor often results from interacting factors such as frequency (how often), intensity (strength), duration (time), offensiveness (unpleasantness), location, and sensory perception.

Odor is typically a warning system that prevents animals and humans from consuming spoiled food or toxic materials. Odor-related symptoms reported in a number of studies include nervousness, headache, sleeplessness, fatigue, dizziness, nausea, loss of appetite, stomachache, sinus congestion, eye irritation, nose irritation, runny nose, sore throat, sough and asthma exacerbation (SCAQMD 2007).

The SCAQMD's role is to protect the public's health from air pollution by overseeing and enforcing regulations (SCAQMD 2007). The SCAQMD's resolution activity for odor compliance is mandated under California Health & Safety Code Section 41700, and falls under SCAQMD Rule 402. The Public Nuisance Regulation states: "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."

During construction, the various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and would not likely be noticeable beyond the project's site boundaries. The potential for diesel odor impacts associated with construction activities at the project site is therefore less than significant. Land uses typically considered associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations, and these types of land uses are not located in the project's vicinity. The project does not contain land uses typically associated with emitting objectionable odors.

The project would develop campus buildings that are not typical odor-generating land uses. Land uses typically considered associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. Minor sources of odors, such as exhaust from mobile sources, are not typically associated with numerous odor complaints, but are known to have temporary and less concentrated odors. The project's long-term operational activities would not have any substantial odor sources that would expose nearby receptors. Considering the low intensity of potential odor emissions, the project's operational activities would not expose receptors to objectionable odor emissions. Impacts would be less than significant.

Mitigation Measures

MM AIR-1 Prior to issuance of grading permits, the applicant shall submit documentation to the City of Costa Mesa demonstrating that all off-road construction equipment in excess of 50 horsepower is equipped with engines meeting the EPA Tier III off-road engine emission standards.

The project shall also implement the following:

Best Available Control Measures

All construction contractors shall comply with SCAQMD regulations, including Rule 403, Fugitive Dust. All grading (regardless of acreage) shall apply best available control measures for fugitive dust in accordance with Rule 403. To ensure that the project is in full compliance with applicable SCAQMD dust regulations and that there is no nuisance impact off the site, the contractor would implement each of the following:

- Moisten soil not more than 15 minutes prior to moving soil or conduct whatever watering is necessary to prevent visible dust emissions from exceeding 100 feet in any direction;
- Apply chemical stabilizers to disturbed surface areas (completed grading areas) within five days of completing grading or apply dust suppressants or vegetation sufficient to maintain a stabilized surface;
- Water excavated soil piles hourly or cover with temporary coverings;
- Water exposed surfaces at least twice a day under calm conditions. Water exposed areas as often as needed on days when winds are less than 25 miles per hour or during very dry weather in order to maintain a surface crust and prevent the release of visible emissions from the construction site;
- Wash mud-covered tires and under-carriages of trucks leaving construction sites;
- Provide for street sweeping, as needed, on adjacent roadways to remove dirt dropped by construction vehicles or mud, which would otherwise be carried off-site by trucks departing Project sites;
- Securely cover loads with a tight fitting tarp on any truck leaving the construction sites to dispose of debris; and
- Cease grading activities during periods when winds exceed 25 miles per hour.

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

Environmental Setting

Literature Review

An FCS biologist researched readily available information, including relevant literature, databases, agency web sites, various previously completed reports and management plans, Geographic Information System (GIS) data, maps, aerial imagery from public domain sources, and in-house records to (1) assess habitats, special-status plant and wildlife species, jurisdictional waters, critical habitats, and wildlife corridors that may occur in and near the project site, and (2) identify local or regional plans, policies, and regulations that may apply to the project. Plant and wildlife species

protected by federal agencies, state agencies, and nonprofit resource organizations, such as the California Native Plant Society (CNPS), are collectively referred to as "special-status species" in this report. Some of these plant and wildlife species are afforded special legal or management protection because they are limited in population size, and typically have a limited geographic range and/or habitat. The following data sources were accessed.

- United States Geological Survey (USGS) 7.5-Minute Topographic Map Newport Beach Quadrangle and current aerial imagery.
- California Natural Diversity Database (CNDDB) provided by the California Department of Fish and Wildlife (CDFW 2017c).
- Information, Planning and Conservation (IPaC) provided by the United States Fish and Wildlife Service (USFWS 2017b).
- Inventory of Rare and Endangered Plants of California provided by the CNPS (2017).
- National Wetlands Inventory (NWI) and Wetlands Mapper provided by the USFWS (2017c).
- Biogeographic Information and Observation System (BIOS) provided by CDFW (2017a and 2017b).
- Critical Habitat Portal provided by the USFWS (2017a).

Field Survey

Following the literature review, FCS's biologist, Mr. Damien Edwards, conducted a reconnaissance-level biological survey on the project site on August 31, 2017. The survey included the following:

- Habitat assessment and plant community mapping
- General plant survey
- General wildlife survey
- Jurisdictional assessment
- Wildlife movement evaluation

The pedestrian survey was conducted on foot during the daylight hours and covered all accessible areas of the project site. The biologist characterized the existing habitat and searched for the presence of sensitive plant communities, special-status plants and wildlife, jurisdictional areas, and potential wildlife corridors. The purpose of the survey was not to extensively search for every species occurring within the project site, but to ascertain general site conditions and identify potentially suitable habitat areas for various special-status plant and wildlife species

Existing Conditions

The project site is located in a primarily developed portion of the City and is completely developed, and no longer supports natural plant communities or native soils. The project site contains no undeveloped natural open land capable of supporting natural vegetation or habitats. Natural topography such as slopes, canyons, mounds, gullies, draws, rivulets, terraces, channels, drainages, and other natural features are absent from the project site.

Land Cover Types

One land cover type was determined to be present within the project site as determined by the literature review and field survey:

- Developed lands and ornamental landscaping.

Developed lands are non-vegetated features and describe areas occupied by man-made structures, paving and other impermeable surfaces that cannot support vegetation. On-site developed lands consist of buildings, paved streets, paved access roads, parking lots, driveways, sidewalks, and other permanent structures. Landscaping associated with the developed lands is also included within this category. Landscaping is scattered throughout the site and consists of non-native horticulture trees, shrubs, garden flowers and plants, and turf grass planted for landscaping and aesthetic purposes. The developed areas provide virtually no habitat for wildlife species; however, birds could use the ornamental trees for roosting, foraging, and nesting. Developed lands are not considered a sensitive plant community.

Special-Status Plants

No listed, sensitive, or rare plant species were observed within the project site during the field survey. In addition, the literature review and field survey determined that the project site lacks suitable habitats, soils, and/or other factors to support special-status plant species.

Special-Status Wildlife

No listed or sensitive wildlife species were observed within the project site during the field survey. In addition, the literature review and field survey concluded that the project site lacks suitable and adequate biological and physical features that are needed to support special-status wildlife species. The wildlife observed and/or detected within the project site during the field survey represents the diversity of wildlife in the surrounding areas and in urban built out areas.

One species of particular concern that has been sighted in the City is burrowing owl (BUOW) (*Athene cunicularia*), a special-status wildlife species (MIG, Inc. 2016). The literature review and habitat assessment determined that the project site does not support suitable BUOW foraging and nesting habitat and clearly lacks suitable and adequate biological and physical features that are needed to support BUOWs. BUOWs are unlikely to occur within the project site now or in the future. For these reasons, focused BUOW surveys are not recommended.

Protected Trees

The City of Costa Mesa is committed to the preservation, proper maintenance and continued growth of its community forest. Landmark trees in Costa Mesa are protected under Title 15 (Public Works), Chapter V (Parkway Trees), Sections 15-138 of the Costa Mesa Municipal Code (Costa Mesa 2017). Landmark tree(s) include those on public property designated by the City Council to be particularly valuable because its species, condition and/or age, or because of its cultural or historical significance. Landmark trees may be located within parks or streetscape corridors. On private property, trees are voluntarily nominated by the property owner.

In addition to the above, the municipal code protects trees located on public property during construction. No person shall begin any construction or excavation without first providing sufficient protection for trees on public property, such as a fence, guard or frame within a 5-foot minimum distance of the tree trunk. This 5-foot minimum may be extended at the sole discretion of the director of public services for other unforeseen horticultural circumstances. Furthermore, no person shall install, replace, or alter any tree located within city medians, parkways or tree easements, without first obtaining a permit as specified in Chapter V.

Jurisdictional Areas

The literature review determined that the project site does not contain NWI wetlands. The jurisdictional assessment determined that the project site does not contain hydrological features, wetlands, marshes, vernal pools, channels with a bed or bank, or evidence of an ordinary high water mark (OHWM); therefore, the project site does not contain federal or state wetlands, waters, or habitats that are potentially subject to the jurisdictional authority of the United States Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), or CDFW.

Critical Habitats

The literature review determined that the project site is not located within a designated or proposed critical habitat for listed plant or wildlife species.

Wildlife Corridors

The literature review determined that the project site is not located within a CDFW designated Essential Habitat Connectivity Area or a Natural Landscape Block. The field survey determined that the project site does not function as a wildlife movement corridor. The project site does not contain wildlife travel routes, such as a riparian strip, ridgeline, or drainage; or wildlife crossings, such as a tunnel, culvert, or underpass. In addition, the project site is not located adjacent to nor does it connect large blocks of habitat. The project site does not represent a wildlife movement corridor because the site is completely developed and is completely surrounded by other development, walls, and roadways. These permanent structures serve as significant barriers to wildlife movement through the project site and region.

Nursery Sites

The project site does not support resident or migratory fish species and no native wildlife nursery sites or rookeries were observed within the project site during the field survey.

Environmental Evaluation

Would the project:

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

Less than significant impact with mitigation incorporated. The project is not anticipated to have direct or indirect impacts on special-status plants or wildlife. In relation to the significance criterion, the project is anticipated to have no 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 CDFW or USFWS.

Even though the project site is developed, it supports landscaped/ornamental trees and/or structures that could potentially provide cover, foraging, and nesting habitat for resident and migratory birds that have adapted to urban areas, such as rock pigeons (*Columba livia*), mourning doves (*Zenaida macroura*), and American crows (*Corvus brachyrhynchos*). Mourning doves and American crows are protected by the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (Sections 3503, 3503.5, and 3513), which render it unlawful to take native breeding birds, and their nests, eggs, and young. The project has the potential to result in direct impacts on breeding birds, if project activities occur during the breeding bird season and birds are nesting within the project site and/or immediate vicinity at that time. Temporary direct impacts on breeding birds could occur from increased noise, vibration, and dust during construction, which could adversely affect the breeding behavior of some birds, and lead to the loss (take) of eggs and chicks, or nest abandonment. Impacts on nesting birds would be considered significant. Implementation of Mitigation Measure BIO-1 would help to avoid, eliminate or reduce direct impacts on breeding birds to less than significant levels.

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

No impact. Riparian habitats are those on, relating to, or near the banks of a river, stream, creek, spring, seep, pond or lake. The project site is developed and completely dry and does not support aquatic features, natural or man-made water bodies, wetlands or jurisdictional areas necessary to support riparian vegetation. Sensitive plant communities (sensitive habitats) are communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental impacts of projects (CDFG 2009). No riparian habitat or other sensitive natural communities were observed on the project site; therefore, the project is not anticipated to have direct or indirect impacts on riparian habitats or other sensitive natural communities. In relation to the significance criterion, the project is anticipated to have no substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or USFWS.

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

No impact. The project site is developed and completely dry and does not support aquatic features, natural water bodies, wetlands or jurisdictional areas; therefore, the project is not anticipated to have direct or indirect impacts on federally protected wetlands as defined by section 404 of the CWA. In relation to the significance criterion, the project is anticipated to have no substantial

adverse effect on federally protected wetlands through direct removal, filling, hydrological interruption, or other means.

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

No impact. The project site does not contain and is not connected to an established wildlife corridor; therefore, the project is not anticipated to have direct or indirect impacts on wildlife corridors or wildlife movement. The project site does not support resident or migratory fish species or wildlife nursery sites; therefore, the project is not anticipated to have direct or indirect impacts on wildlife nursery sites. In relation to the significance criterion, the project is not anticipated to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors; or impede the use of native wildlife nursery sites.

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

No impact. The project site contains several landscape trees on private property; however, none of these trees meet the definition of landmark trees or would otherwise fall under the provisions of Title 15 (Public Works), Chapter V (Parkway Trees), Sections 15-138 of the Costa Mesa Municipal Code. The City of Santa Ana does not have a native tree or native shrub protective ordinance, and Title 15, Chapter V, Sections 15-138 of the Costa Mesa Municipal Code does not provide specific protection for trees on private property. For these reasons, the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

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

No impact. The project site is located within areas covered by the Natural Community Conservation Plan/Habitat Conservation Plan for the Central/Coastal Subregion of Orange County (Central/Coastal Orange County NCCP/HCP), specifically within the Coastal Subregion of the plan (R.J. Meade Consulting, Inc. 1996). However, the site is not within the designated Reserve System or classified as a Special Linkage Area or Existing Use Area. Even though the City of Costa Mesa is within the NCCP/HCP plan boundary, the City is not a signatory to the plan implementation agreement (MIG, Inc. 2016). Not being a signatory means that any projects receiving development permits in the City would not be covered for incidental take of state or federally listed species addressed in the Central/Coastal Orange County NCCP/HCP.

The project site does not contain undeveloped natural lands subject to the Central/Coastal Orange County NCCP/HCP. The project site does not contain biological features that could potentially support covered habitats or covered plant/wildlife species and the project is not anticipated to impact covered habitats or species. For these reasons, the project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state HCP.

Mitigation Measures

This section lists the measures recommended to avoid, eliminate, and/or reduce the project's anticipated and potential direct and indirect impacts on biological resources to less than significant levels.

MM BIO-1 Construction during Breeding Season and Pre-construction Breeding Bird Surveys

To comply with the MBTA and the California Fish and Game Code, and to avoid and reduce direct and indirect impacts on migratory non-game breeding birds, and their nests, young, and eggs to less than significant levels, the following measures shall be implemented.

- Project activities that would remove or disturb potential nest sites would be scheduled outside the breeding bird season, if feasible. The breeding bird nesting season is typically from February 15 through September 15, but can vary slightly from year to year, usually depending on weather conditions. Removing all physical features that could potentially serve as nest sites outside of the breeding bird season also would help to prevent birds from nesting within the project site during the breeding season and during construction activities.
- If project activities that would remove or disturb potential nest sites cannot be avoided during February 15 through September 15, a qualified biologist would conduct a pre-construction clearance and nesting bird survey to search for all potential nesting areas, breeding birds, and active nests or nest sites within the limits of project disturbance up to seven days prior to mobilization, staging and other disturbances. The survey shall end no more than three days prior to vegetation, substrate, and structure removal and/or disturbance.
- If no breeding birds or active nests are observed during the pre-construction survey, or if they are observed and would not be disturbed, then project activities may begin and no further mitigation would be required.
- If an active bird nest is located during the pre-construction survey and potentially would be disturbed, a no-activity buffer zone would be delineated on maps and marked (flagging or other means) up to 500 feet for special-status avian species and raptors, or 75 feet for non-special-status avian species. The limits of the buffer would be demarcated so as to not provide a specific indicator of the location of the nest to predators or people. Materials used to demarcate the nests would be removed as soon as work is complete or the fledglings have left the nest. The biologist would determine the appropriate size of the buffer zone based on the type of activities planned near the nest and bird species because some bird species are more tolerant than others to noise and other disturbances. Buffer zones would not be disturbed until a qualified biologist determines that the nest is inactive. Additionally, the area would also not be disturbed until the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young would no longer be impacted by project activities.

- Birds or their active nests will not be disturbed, captured, handled, or moved. Inactive nests may be moved by a qualified biologist, if necessary, to avoid disturbance by project activities.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
5. Cultural and Tribal Cultural Resources *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 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:				
e) 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	☐	☐	☒	☐
f) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Environmental Setting

The history of Costa Mesa is the story of three communities of the past; an old boomtown called Fairview, a farming colony named Paularino, and the Village of Harper. During the year 1887, the town of Fairview was introduced. It only lasted until 1889 because of the land boom of Southern California's fall. The farming community of Paularino did not amount to more than a name with a few scattered farmhouses, one public school building, and a railroad siding. Finally, Harper came after the decline of Paularino. Harper would be renamed Costa Mesa in 1920.

The City of Costa Mesa has gathered a Historical Resources Inventory that can be found within the City's General Plan EIR on page 4.5-4, Table CUL-1. The table outlines 31 historical resources that are either eligible for the National, State, or Local Register Listings.

FCS prepared a Phase I Cultural Resources Assessment (CRA) dated November 17, 2017, which is included as Appendix B of this report. As part of the Phase I CRA, FCS conducted a records search at the SCCIC on August 22, 2017 for the project site. Sources consulted to identify historic properties included the current inventories of the National Register of Historic Places (NRHP), California Register of Historical Resources (CR), California Historical Landmarks, and California Points of Historical Interest. FCS also reviewed the Historic Resource Inventory and archival maps to determine the existence of previously documented cultural resources. The record search included a 0.5-mile buffer around the perimeter of the project area. The records searches show that two resources are recorded within a 0.5-mile radius of the subject property. Both resources are historic sites. No recorded prehistoric sites are recorded on or within 0.5 mile of the project site.

Environmental Evaluation

Cultural Resources

Would the project:

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

Less than significant impact. The evaluation and assessment of built-environment resources located within the project site was conducted by Pamela Daly, M.S.H.P., Principal Architectural Historian, and is included as Appendix G of this report. In order to identify and evaluate the subject built-environment resources as potential historical resources, a multi-step methodology was utilized. An inspection of the property and the existing buildings, combined with a review of archival materials provided by Vanguard University, was performed to document existing conditions and assist in assessing and evaluating the property for significance. Photographs were taken of the individual buildings on the Vanguard University campus, including photographs of architectural details, surrounding buildings, or other points of interest, during the intensive-level survey. Additional research was performed by accessing regional newspaper archives about the history of Santa Ana Army Air Base (SAAAB), the Southern California Bible College (SCBC), the Southern California College, Southern California University, Vanguard University, and the history of SAAAB from the California State Military Museum.

Ms. Daly performed a pedestrian-level survey of the buildings scheduled for removal from the project area on December 18, 2017.

The buildings surveyed included 10 permanent structures and seven portable/temporary structures. Four of permanent buildings are the last SAAAB barracks buildings that were rehabilitated and reused by SCBC; the gymnasium building that may have also been constructed at SAAAB, and then used by Orange Coast College before being moved to SCBC in 1960; and three buildings that date from the 1960s–1970s period of Modern architecture.

The evaluations concluded that some of the buildings were of insufficient age to warrant evaluation, had been physically altered, resulting in loss of integrity, or did not possess exceptional design characteristics. In short, none of the buildings are eligible under federal, state, or local jurisdiction for listing individually or as part of an historic district. As such, less than significant impacts would occur.

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

Less than significant impact with mitigation incorporated. During the construction phase of the project, ground-disturbing activities such as grading or excavation could disturb previously unidentified subsurface archaeological resources. However, as described in previous sections, the project site consists of developed land that has been permanently disturbed by the construction of belowground and aboveground improvements (buildings, driveways, streets, hardscapes, and utilities). Given the highly disturbed condition of the site, the potential to impact an unidentified archeological resource is considered low. The project would be subject to compliance with Standard Condition SC 4.5-1, which provides direction in the event archeological resources are unearthed during project subsurface activities. Furthermore, implementation of Mitigation Measures CUL-1 through CUL-3 would further reduce the project's impacts to a less than significant level for archaeological resources.

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

Less than significant impact with mitigation incorporated. The results of the Vertebrate Paleontology Records Check indicated that no previously recorded paleontological resource localities are present within the boundaries of the project site. However, the underlying formation is considered highly sensitive for vertebrate marine fossils at depths of 8 to 10 feet or deeper. Therefore, construction-related monitoring for paleontological resources is recommended at this time, as there is a higher potential to encounter such resources during construction-related earthmoving activities. Mitigation Measures CUL-4 and CUL-5 would reduce impacts to less than significant.

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

Less than significant impact. As noted above, the project site has been significantly disturbed and developed. Therefore, the potential for the disturbance of any human remains is considered low. However, in the event that human remains are encountered during earth removal or disturbance activities, California Health and Safety Code Section 7050.5 requires that all activities cease immediately and a qualified archaeologist and Native American monitor be contacted immediately. The Coroner would also be contacted pursuant to Sections 5097.98 and 5097.99 of the Public Resources Code relative to Native American remains. If the Coroner determines the human remains are of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC would then be required to contact the most likely descendant of the deceased Native American, who would then serve as consultant on how to proceed with the remains. Compliance with the established regulatory framework (California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98), as required by Standard Condition SC 4.5-3, would reduce impacts involving the disturbance of human remains to less than significant levels.

Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 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:

e) 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

Less than significant impact. The City of Costa Mesa has gathered a Historical Resources Inventory that can be found within the City's General Plan EIR on page 4.5-4, Table CUL-1. The table outlines 31 historical resources that are either eligible for the National, State, or Local Register Listings. The project site is not located on or within the vicinity of any site listed on that table. A records search conducted at the South Central Coastal Information Center did not indicate any recorded archaeological sites are located on the project. Moreover, any phase of this project will be conducted in compliance with Assembly Bill (AB) 52 and Senate Bill (SB) 18, which require lead agency consultation with California Native American tribes for projects that involve an amendment to a general plan or specific plan, for the purpose of preserving or mitigating impacts to tribal cultural resources. The NAHC has provided the City a list of tribes requesting consultations pursuant to AB 52.

f) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than significant impact. Each phase of this project will be conducted in compliance with AB 52 and SB 18, which require lead agency consultation with California Native American tribes for projects that involve an amendment to a general plan or specific plan, for the purpose of preserving or mitigating impacts to tribal cultural resources. The NAHC has provided the City a list of tribes requesting consultations pursuant to AB 52. The City sent AB 52 notification letters to the tribes on December 14, 2017.

Standard Conditions

SC 4.5.-1 In the event that archaeological resources are encountered during grading and construction, all construction activities shall be temporarily halted or redirected to permit the sampling, identification, and evaluation of archaeological materials as determined by the City, who shall establish, in cooperation with the project Applicant and a certified archaeologist, the appropriate procedures for exploration and/or salvage of the artifacts.

SC 4.5-3 If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section

5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Mitigation Measures

MM CUL-1 In the event that buried cultural resources are discovered during construction, operations shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The qualified archeologist and shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Potentially significant cultural resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria.

MM CUL-2 If the resources are determined to be unique historic resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.

MM CUL-3 No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any archaeological artifacts recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the Lead Agency where they would be afforded long-term preservation to allow future scientific study.

MM CUL-4 In the event that fossils or fossil-bearing deposits are discovered during construction activities, excavations within a 50-foot radius of the find shall be temporarily halted or diverted. The project contractor shall notify a qualified paleontologist, approved by the County of Orange, to examine the discovery. The paleontologist shall document the discovery as needed (in accordance with Society of Vertebrate Paleontology [1995] standards), evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5.

MM CUL-5 A qualified paleontological monitor will be on-site to monitor all excavations occurring at depths of 8 feet or deeper. In the event of an important paleontological discovery, the paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction activities are allowed to resume at the location of the find. If the Applicant determines that avoidance is not feasible, and the paleontologist cannot easily jacket and/or remove the specimen(s), the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The plan shall be submitted to the Lead Agency for review and approval prior to implementation, and the Applicant shall adhere to the recommendations in the plan.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
6. Geology and Soils *Would the project:*				
a) Expose people or structures to 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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Environmental Setting

Information and analysis for Geology and Soil impacts are based on the City of Costa Mesa General Plan.

The project site is located within a seismically active region that contains active earthquake faults, including the San Andreas, Newport-Inglewood, and the Yorktown faults. The site is not located within an Alquist-Priolo Fault-Rupture Hazard Zone established by the State geologist. According to Figure 4.6-6, Geologic Hazards Map, in the General Plan EIR, the project is adjacent to the approximate location of the Newport-Inglewood Fault Zone: Bolsa-Fairview fault. The site is not

located in a State Seismic Hazard Zone for liquefaction identified on the City's General Plan EIR Liquefaction Map, Figure 4.6-4.

Environmental Evaluation

Would the project:

a) Expose people or structures to 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.

Less than significant impact. Seismically induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. Ground rupture is most likely to occur along active faults, and typically occurs during earthquakes of magnitude 5.0 or higher. Ground rupture only affects the area immediately adjacent to a fault.

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo (AP) Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet).

As mentioned above, the site is not located within an Alquist-Priolo Fault-Rupture Hazard Zone established by the State Geologist. As such, the project would not expose substantial numbers of people or structures to significant risk of loss, injury, or death due to a rupture of a known fault. Therefore, impacts would be less than significant.

ii) Strong seismic ground shaking?

Less than significant impact. The project is located in Southern California, and would therefore be subject to strong ground shaking associated with seismic activity, especially since it is located near faults with the potential to cause moderate to large earthquakes. As previously discussed in Impact 6a)i, the project site is not located within an earthquake fault zone. In addition, the project would be required to adhere to the seismic design parameters of the California Building Code (CBC). Compliance with the seismic design parameters as outlined in the most recent CBC would ensure that impacts are reduced to less than significant levels.

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact. Liquefaction describes the behavior whereby a saturated or partially saturated soil substantially loses strength and stiffness in response to an applied stress, usually strong ground shaking during an earthquake. A low relative density and loose consistency of the granular materials, shallow groundwater table, long duration, and high acceleration of seismic shaking are some of the factors that can cause liquefaction. Presence of predominately cohesive or fine-grained materials and/or absence of saturated conditions can preclude liquefaction. According to the General Plan EIR, the project site is not located within a State Seismic Hazard Zone for liquefaction.

The project must be compliant with Standard Condition 4.6-1, which requires compliance with the California Building Code. The project must also be compliant with Standard Condition 4.6-2, which requires that the applicant, prior to project implementation, must prepare a geotechnical report for the proposed buildings that fully identifies any site-specific risk for liquefaction. The geotechnical report would also outline certain building recommendations in accordance with the CBC. Providing a geotechnical report for the project would identify the liquefaction potential and appropriate design considerations, and thus reduce the impacts to a less than significant level.

iv) Landslides?

No impact. The project site is located within a relatively flat area. Therefore, landslides are not anticipated to occur on the project site. The California Geologic Survey illustrates the earthquake-induced landslide zones, which are areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation would be required. According to the map—Newport Beach Quadrangle (California Department of Conservation released April 15, 1998)—the project site is not located in an earthquake-induced landslide zone of required investigation. Therefore, no impacts would occur from landslides.

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

Less than significant impact. The project site is currently developed. The project site is generally flat. The highest potential for erosion impacts would occur during the project's grading and excavation phases. During construction, there is potential for temporary erosion to occur. To reduce the erosion-related impacts, the project would be required to comply with BMPs and all federal, state, and local regulations for erosion control. In addition, as discussed in Section 9.a), the project would also be subject to compliance with the National Pollutant Discharge Elimination System (NPDES) permitting process, since one or more acres of soil would be disturbed. Compliance with the aforementioned regulations would ensure that project-related erosion impacts would be less than significant. As such, impacts would be less than significant.

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?

Less than significant impact. Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are generally susceptible to subsidence include those with high silt or clay content. Following compliance with the City's Building Regulations pursuant to Standard Condition 4.6-1, project implementation would not expose people or structures to potential substantial adverse effects involving unstable geologic units or soils. Thus, impacts would be less than significant.

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

Less than significant impact. Expansive soils contain significant amount of clay particles that swell and shrink periodically when exposed to liquid and then dried. Some of the geologic units in the City, including both surficial soils and bedrock, have fine-grained components that are moderate to highly expansive. The soils located on-site could have the potential to be expansive, according to the California Geologic Survey. The project-specific geotechnical report will identify on-site soils and evaluate such soils for expansiveness. The final design of the project buildings would be based on the results of the geotechnical report, thereby ensuring that impacts would be reduced to less than significant levels.

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?

No impact. The proposed project would be connected to the existing wastewater treatment system that the school currently utilizes. The project does not propose the use of septic tanks. As such, no impacts would occur.

Standard Conditions

SC 4.6-1 The Applicant shall comply with the requirements of the 2016 California Building Code, 2016 California Residential Code, 2016 California Electrical Code, 2016 California Mechanical Code, 2016 California Plumbing Code 2016 California Green Building Standards Code, and the 2016 California Energy Code (or the applicable adopted California Building Code, California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards, California Energy Code at the time of plan submittal or permit issuance), and California Code of Regulations also known as the California Building Standards Code, as amended by the City of Costa Mesa. Areas of alteration and additions shall comply with 2016 California Green Building Standards Code section 5.303.2 and 5.303.2.

SC 4.6-2 Prior to the issuance of Grading Permits, the project Applicant shall provide the City of Costa Mesa Department of Building Safety with a geotechnical investigation of the

project site detailing recommendations for remedial grading in order to reduce the potential of on-site soils to cause unstable conditions. Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code applicable at the time of grading, appropriate local grading regulations, and the recommendations of the geotechnical consultant as summarized in a final written report, subject to review by the City of Costa Mesa Department of Building Safety.

SC 4.6-3 The Applicant shall submit a soils report for this project. Soils Report recommendations shall be blueprinted on both the architectural and grading plans. For existing slopes or when new slopes are proposed, the Soils Report shall address how existing slopes or the new slopes will be maintained to avoid erosion or future failure.

SC 4.6-4 The project shall comply with the NPDES requirements, as follows:

- Construction General Permit Notice of Intent (NOI) Design: Prior to the issuance of preliminary or precise grading permits, the project Applicant shall provide the City Engineer with evidence that an NOI has been filed with the Storm Water Resources Control Board (SWRCB). Such evidence shall consist of a copy of the NOI stamped by the SWRCB or Regional Water Quality Control Board (RWQCB), or a letter from either agency stating that the NOI has been filed.
- Construction Phase Storm Water Pollution Prevention Plan (SWPPP): Prior to the issuance of grading permits, the Applicant shall prepare a SWPPP that complies with the Construction General Permit and will include at a minimum the following:
  - Discuss in detail the BMPs planned for the project related to control of sediment and erosion, nonsediment pollutants, and potential pollutants in non-storm water discharges;
  - Describe post-construction BMPs for the project;
- Explain the maintenance program for the project's BMPs
- List the parties responsible for the SWPPP implementation and the BMP maintenance during and after grading. The project Applicant shall implement the SWPPP and modify the SWPPP as directed by the Construction General Permit.

Mitigation Measures

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7. Greenhouse Gas Emissions *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

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

Less than significant impact. Although construction-related GHG emissions are temporary in nature, the total amount of emissions could have a substantial contribution to a project's total GHG emissions. SCAQMD recommends that construction-related GHG emissions be amortized over the life of the project, which is defined as 30 years, and added to annual operational emissions. As described in Appendix A, Greenhouse Gas Technical Study, construction-related GHG emissions were modeled using the same assumptions and model (CalEEMod Version 2016.3.1) as those for air quality emissions. Construction-related GHG emissions would occur from fossil fuel combustion for heavy-duty construction equipment, material delivery and haul trucks, and construction worker vehicles. Table 10 presents the project's total construction-related GHG emissions and amortized construction emissions.

Table 10: Construction Greenhouse Gas Emissions—Unmitigated

Construction Phase	Total Emissions (MT CO_2e)
Demolition	87.7
Site Preparation	35
Grading	506
Building Construction-2018	518.1
Building Construction-2019	894.6
Building Construction-2020	515

Table 10 (cont.): Construction Greenhouse Gas Emissions—Unmitigated

Construction Phase	Total Emissions ($MT CO_2e$)
Paving	41.1
Architectural Coating	13.2
Total Construction Emissions	**2,611**
30 years Amortized [1]	87

Notes:
MT CO_2e/yr = metric tons of carbon dioxide equivalent per year
Unrounded numbers were used in calculations, including reported totals.
[1] Pursuant to SCAQMD's guidance, total construction emissions are amortized over the 30-year life of the project.
Source: CalEEMod Output (Appendix A).

Following buildout of the project, long-term operational emissions would be generated from area-, energy-, and mobile-source emissions. In addition, as described in the Greenhouse Gas Technical Study, section 3.3, GHG emissions with water consumption, electricity and solid waste disposal would also be generated by the project operation. Table 11 shows the estimated operational-related GHG emissions from existing uses. Table 12 shows the estimated operational GHG emissions along with the amortized construction emissions. The net changes are compared with the SCAQMD regional emission significance thresholds.

Table 11: Existing Operational GHG Emissions (2020)

Source	Total Emissions ($MT CO_2e$)
Area	<1
Energy	1,732
Mobile	5398
Waste	177
Water	46
Existing Stationary Source	71
Total Existing Operation Emissions	**7,424**

Table 12: Projected Operational GHG Emissions (2020)

Source	Total Emissions (MT CO_2e)
Area	<1
Energy	2364
Mobile	6808
Waste	223
Water	57.7
Total Projected Operation Emissions	9,453
Total Existing Operation Emissions	7,424
Operational Net Emissions	2,029
30 years Amortized	87
Total Net Project Emissions	2,116
SCAQMD Threshold of Significance	3,000
Exceeds Threshold	No

Note:
MT CO_2e = metric tons of carbon dioxide equivalent
Source: CalEEMod output file, see appendix A.

As shown above, the project's net annual operational GHG emissions with amortized construction emissions are less than the SCAQMD's significance threshold. Therefore, the project's annual GHG emissions would not exceed the applicable threshold of significance and its long-term GHG emissions would not result in a significant impact to the environment. The impact would be less than significant.

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

Less than significant impact. The City of Costa Mesa does not currently have formal GHG emissions reduction plans or recommended emissions thresholds for determining significance associated with GHG emissions from development projects. In addition, the City has not completed the GHG inventory, benchmarking, and goal-setting process required to identify a reduction target and to take advantage of the streamlining provisions contained in the CEQA Guidelines amendments adopted for SB 97. Since no other local or regional Climate Action Plan is in place, the project is assessed for its consistency with ARB's adopted Scoping Plan. This would be achieved with an assessment of the project's compliance with Scoping Plan measures.

AB 32 Scoping Plan

The ARB's adopted AB 32 Scoping Plan (Scoping Plan) states, "The 2020 goal was established to be an aggressive, but achievable, mid-term target, and the 2050 GHG emissions reduction goal

represents the level scientists believe is necessary to reach levels that would stabilize climate" (ARB 2008a). The year 2020 GHG emission reduction goal of AB 32 corresponds with the mid-term target established by Executive Order S-3-05, which aims to reduce California's fair-share contribution of GHGs in 2050 to levels that would stabilize the climate.

As shown below in Table 13, the Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors.

Table 13: Scoping Plan Measures Consistency Analysis

Scoping Plan Reduction Measure	Project Consistency
1. California Cap-and-Trade Program Linked to Western Climate Initiative. Implement a broad-based California Cap-and-Trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.	**Not applicable.** Although the cap-and-trade system is on-going, the project is not one targeted by the cap-and-trade system regulations, and, therefore, this measure does not apply to the project.
2. California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	**Not directly applicable.** This is a statewide measure that cannot be implemented by a project applicant or lead agency. However, the standards would be applicable to the light-duty vehicles that would access the project site.
3. Energy Efficiency. Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	**Consistent.** This is a measure for the State to increase its energy efficiency standards in new buildings. The project is required to build to the latest standards and would increase its energy efficiency through compliance.
4. Renewable Portfolio Standard. Achieve 33 percent renewable energy mix statewide. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.	**Not applicable.** This is a statewide measure that cannot be implemented by a project applicant or lead agency. Southern California Edison is required to increase its percent of power supply from renewable sources to 33 percent by the year 2020 pursuant to the Renewable Portfolio Standard. The project would purchase power from more renewable sources and could install renewable solar power systems that will assist the utility in achieving the mandate.

Table 13 (cont.): Scoping Plan Measures Consistency Analysis

Scoping Plan Reduction Measure	Project Consistency
5. Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	**Not directly applicable.** This is a statewide measure that cannot be implemented by a project applicant or lead agency. All fuel consumption associated with the project's construction and operational activities would use fuel that meets these standards.
6. Regional Transportation-Related Greenhouse Gas Targets. Develop regional greenhouse gas emissions reduction targets for passenger vehicles. This measure refers to SB 375.	**Not applicable.** The project is not related to developing GHG emission reduction targets.
7. Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	**Not directly applicable.** The standards would be applicable to the light-duty vehicles that would access the project site.
8. Goods Movement. Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	**Not applicable.** The project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
9. Million Solar Roofs Program. Install 3,000 Megawatts of solar-electric capacity under California's existing solar programs.	**Consistent.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The project would comply with Title 24, which requires new buildings to be "solar ready." The project would not preclude the implementation of this strategy.
10. Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.	**Not directly applicable.** This is a statewide measure that cannot be implemented by a project applicant or lead agency. The standards phase in over model years 2014 through 2018 and are applicable to the vehicles that access the project site.
11. Industrial Emissions. Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive CH_4 emissions and reduce flaring at refineries.	**Not applicable.** This measure would apply to the direct GHG emissions at major industrial facilities emitting more than 500,000 MT CO_2e per year. The project is not an industrial land use.
12. High Speed Rail. Support implementation of a high-speed rail system.	**Not applicable.** This is a statewide measure that cannot be implemented by a project applicant or lead agency. The proposed project would not preclude the implementation of this strategy.
13. Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**Consistent.** The project would comply with the California Energy Code, and thus incorporate applicable energy efficiency features designed to reduce project energy consumption.

Table 13 (cont.): Scoping Plan Measures Consistency Analysis

Scoping Plan Reduction Measure	Project Consistency
14. High Global Warming Potential Gases. Adopt measures to reduce high global warming potential gases.	**Not applicable.** This measure is applicable to the high global warming potential gases that would be used by sources with large equipment (such as in commercial refrigerators) that are not part of this residential project.
15. Recycling and Waste. Reduce CH_4 emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero waste.	**Consistent.** The project would utilize City of Costa Mesa recycling services.
16. Sustainable Forests. Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	**Not applicable.** The project site is not forested; therefore, no preservation is possible.
17. Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	**Consistent.** The project would comply with the California Energy Code and the California Updated Model Landscape Ordinance. With adherence to these regulations, the project will consume energy and water in an efficient manner.
18. Agriculture. In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	**Not applicable.** The project site is not designated or in use for agriculture purposes. No grazing, feedlot, or other agricultural activities that generate manure occur on-site or are proposed to be implemented by the project.

Source of ARB Scoping Plan Reduction Measures: California Air Resources Board 2008.

As shown in Table 13, the project is consistent with the applicable strategies and would not conflict with the recommendations of AB 32 in achieving a statewide reduction in greenhouse emissions. The impact would be less than significant.

In summary, the project incorporates a number of features that would minimize GHG emissions. These features are consistent with project-level strategies identified by the ARB's Scoping Plan. As shown in Table 13, the project would achieve a net reduction in GHG emissions compared with baseline emissions. Furthermore, annual project-generated annual emissions would fall below the SCAQMD bright-line threshold of 3,000 MT CO_2e per year for mixed-use development. Considering this information, the project would not significantly hinder or delay the State's ability to meet the reduction targets contained in AB 32 or conflict with implementation of the Scoping Plan. The project promotes the goals of the Scoping Plan through implementation of design measures that reduce energy consumption, water consumption, and reduction in vehicle miles traveled. Therefore, the project does not conflict with any plans to reduce GHG emissions. The impact would be less than significant.

Mitigation Measures

None.

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

Environmental Setting

A Phase I Environmental Site Assessment (ESA) was prepared in November 2017 for the project and is included as Appendix C of this report. The purpose of the Phase I ESA was to identify recognized

environmental conditions associated with the project site. To achieve this objective, the Phase I ESA included visual observations of the project site and observations of the surrounding properties, a visual survey for suspect asbestos-containing materials/debris piles/lead-based paint (LBP), limited historical land use review, review of regulatory database listings, and reviews of readily available geologic and hydrogeologic data. This report represents a summary of these findings. A parcel map, campus map, current street and topographic maps, historical aerial photos and topographic maps, site photographs, Sanborn Map abstract, City Directory abstract, Wetlands Map, flood insurance map, regulatory database report, questionnaires, and additional supporting documentation are included as attachments to this report.

FCS visually observed the project site on November 29, 2017 to identify potential sources or indications of chemical contamination such as underground storage tanks (USTs), aboveground storage tanks (ASTs), polychlorinated biphenyls (PCBs), chemicals and hazardous waste materials, areas with surficial staining or distressed vegetation, and visual evidence of asbestos-containing materials (ACMs) and/or LBP. Lands immediately adjacent to the project site were visually inspected for possible sources of contamination or environmental impairment, which could migrate to the project site via surface water runoff, groundwater transport, and other pathways. FCS conducted a regulatory records review, reviewed historical aerial photographs, historical maps, building permits (upon availability), and contacted regulatory agency personnel.

Environmental Evaluation

Would the project:

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

Less than significant impact. During demolition and construction activities associated with the proposed project, potentially hazardous building materials (LBP, asbestos, mercury, etc.) may be encountered because of the age of the structures currently present on the site. Removal of these materials, if present, by contractors licensed to remove and handle these materials in accordance with existing federal, state, and local regulations would ensure that risks associated with the transport, storage, use, and disposal of such materials would be reduced to less than significant.

The proposed project would be required to comply with existing hazardous materials regulations, and verification of compliance would be monitored by state agencies (such as the Occupational Safety and Health Administration in the workplace or Department of Toxic Substances Control for Hazardous waste) and local agencies (such as the Costa Mesa Fire Department [CMFD]). According to Costa Mesa Municipal Code (CMMC) Title 7 Chapter II, the City adopted the California Fire Code, 2016 Edition, for the purpose of prescribing regulations governing conditions hazardous to life and property from hazardous materials or explosions (as well as fire). Compliance with existing safety standards related to the handling, use, and storage of hazardous materials, and compliance with the safety procedures mandated by applicable federal, state, and local laws and regulations (e.g., CMMC Title 7 Chapter II, the Resource Conservation and Recovery Act, California Hazardous Waste Control

Law, and principles prescribed by the California Department of Health Services, Centers for Disease Control and Prevention, and National Institute of Health) would be required.

In addition, the proposed project would result in the on-site use of common types of hazardous materials, such as cleaning and degreasing solvents, fertilizers, pesticides, and other materials used by the maintenance team on-site. Thus, the project would result in an increase in the use of cleaning products and other materials routinely used in building maintenance and landscaping. These potentially hazardous materials, however, would not be of a type or occur in sufficient quantities to pose a significant hazard to the public and safety or the environment. Therefore, project implementation would result in less than significant impacts.

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

Less than significant impact with mitigation incorporated. The proposed project involves twelve separate projects that involve the removal and/or reconstruction of buildings on campus. Based on the nature and limited quantities of the hazardous materials that would be used and stored during construction (e.g., diesel-fueled equipment, asphalt), and operation (e.g., household cleaners) of the project, it is unlikely that upset and accident conditions involving the release of hazardous materials into the environment would occur. As indicated in Impact 8.a) above, all hazardous materials would be handled in accordance with applicable laws.

Buildings that were constructed prior to 1978 are likely to contain asbestos-containing materials (ACMs) and LBP. Because of the history of the project site, there is a potential that ACMs are present. According to available historical sources, the subject property was developed as early as 1950. If ACMs are identified and need to be disturbed, repaired or removed, a licensed abatement contractor should be consulted. The project would comply with the survey, notification and work plan requirements of SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities. Suspect ACMs can also be managed under the auspices of an Operations and Maintenance (O&M) plan. In addition, implementation of Mitigation Measure HAZ-1 would reduce impacts to a less than significant level. Standard Conditions SC 4.8-1 through 4.8-5 are included to ensure that the project would not 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.

Compliance with applicable regulations, Standard Conditions, and Mitigation Measure HAZ-1 would ensure impacts related to accidental release of hazardous materials into the environment during project construction would be less than significant.

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

Less than significant impact. The project site itself is a higher education institution. In addition, Hoover Elementary School is located approximately 0.2 mile east of the project site. As explained in discussions in Impacts 8a) and 8b), the project would not involve the use of significant quantities of

hazardous materials and therefore would not have the potential to expose nearby schools to hazardous materials, substances, or wastes. Therefore, project implementation would result in less than significant impacts involving hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. Impacts would be less than significant.

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

No impact. The California Department of Toxic Substances Control compiles a list, most commonly known as a Cortese List, of known sites containing hazardous materials. The project site is not listed as a known site containing hazardous materials; therefore, no impacts would occur.

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

Less than significant impact. The project site is approximately 5.5 miles north of John Wayne Airport and is not within any Airport Impact Zone or Airport Safety Zone. However, the project site, and the majority of the City, is located within the Federal Aviation Regulation (FAR) Part 77 Notification Area for John Wayne Airport and the Airport Environs Land Use Plan (AELUP) Height Restriction Zone. FAR Part 77 Notification allows the Federal Aviation Administration (FAA) to identify potential aeronautical hazards in advance to prevent or minimize the adverse impacts to the safe and efficient use of navigable airspace. Thus, the Applicant would be required to contact the FAA for project review (FAA 2014). The project is also located within the AELUP Height Restriction Zone, and would be required to comply with the standards, criteria, and procedures promulgated by the FAA to ensure the stability of local air transportation. Upon approval, project implementation would not result in an airport-related safety hazard for people residing or working at the proposed project. Impacts would be less than significant.

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

No impact. The project site is not located within the vicinity of a private airstrip. The nearest private airstrip is the South Coast Metro Center Heliport, located approximately 5.5 miles northeast of the site. Therefore, project implementation would not result in an airstrip-related safety hazard for people residing or working at the proposed project.

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

No impact. The Costa Mesa Disaster Plan serves as the City's Emergency Operations Plan (EOP). The EOP provides guidance during emergency situations associated with natural disasters, technological incidents, and nuclear defense operations. The Plan does not address normal day to-day emergencies or the well-established and routine procedures used in coping with such emergencies.

Rather, the EOP analyzes potential large-scale disasters that require a coordinated and immediate response. The EOP considered the City's evacuation routes in its planning. General Plan Safety Element Figure S-7, Emergency Evacuation Routes, illustrates the City's emergency evacuation routes and indicates that Adams Avenue, located approximately 7 miles south of the project site, and Harbor Boulevard, located west of the project site, are designated emergency evacuation routes. The project does not include any characteristics that would physically impair or otherwise interfere with emergency response or evacuation in the project vicinity. These conditions preclude the possibility of the project conflicting with an emergency response or evacuation plan. No impact would occur.

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

No impact. The project site is located within an urban area and not adjacent to wildlands. Therefore, project implementation would not expose people or structures to a significant risk involving wildland fires.

Standard Conditions

SC 4.8-1 Prior to demolition activities, removal and/or abatement of asbestos containing building materials, lead based paints, and hazardous materials associated with the existing building materials, an investigation shall be conducted by a qualified environmental professional in consultation with the Costa Mesa Fire Department. An asbestos and hazardous materials abatement plan shall be developed by the qualified environmental professional, in order to clearly define the scope and objective of the abatement activities.

SC 4.8-2 During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1529, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos. Asbestos-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.

SC 4.8-3 During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1532.1, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead. Lead-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.

SC 4.8-4 Prior to investigations, demolition, or renovation, all activities shall be coordinated with Dig Alert (811).

SC 4.8-5 Visual inspections for areas of impact to soil shall be conducted during site grading. If unknown or suspect materials are discovered during construction by the contractor that are believed to involve hazardous wastes or materials, the contractor shall:

- Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
- Notify the City Engineer and Costa Mesa Fire Department;
- Secure the area(s) in question;

Implement required corrective actions, including remediation if applicable.

Mitigation Measures

MM HAZ-1 Based on the age of the existing improvements, there is a potential that asbestos-containing materials (ACMs) and lead-based paints (LBPs) are present within the on-site structures. In the event that on-site structures are to be impacted or demolished during redevelopment/construction activities, an asbestos and lead paint survey shall be conducted prior to the disturbance or removal of any suspect ACMs and LBPs; these materials should be characterized for asbestos and lead by a reliable method. All activities involving ACMs and LBPs shall be conducted in accordance with governmental regulations.

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

Environmental Setting

A Water Quality Management Plan (WQMP) Figure C2, prepared by BKF Engineers, was provided by the applicant for peer review by KWC Engineers. The WQMP Figure and Peer-Review Memo are included as Appendix D of this report. Based on Figure C2, the concept of treating urban runoff generated from the Vanguard University Campus using Bio-Retention BMPs appears to be feasible and consistent with the recommendations as specified in the "Technical Guidance Document-California State Water Resources Control Board" dated March 22, 2011. As specified in the guidance document, Bio-Retention BMPs can be used for treating runoff generated from commercial, residential, mixed use, institutional, and subdivision type of land uses.

As indicated in Figure C2, the campus is divided into 24 drainage areas, each with its own Bio-Retention area shown. Water quality calculations were tabulated for each drainage area indicating the required bio-retention area needed for BMP treatment. The required bio-retention areas per the tabulated calculations were shown and approximately drawn to scale (Figure C2) and appear to be located appropriately to capture drainage of surface flows generated from buildings and parking areas.

Based on the information provided, the review concluded that the bio-retention BMPs as presented in Figure C2 of the Vanguard University Master Plan are feasible and that the level of detail provided is appropriate for master planning level purposes, unless the City request further details during the permitting process.

Mesa Water District currently provides high-quality drinking water to residents and business in Costa Mesa, including the project site, parts of Newport Beach, and areas of unincorporated Orange County, including John Wayne Airport. Mesa Water District currently supplies water to 110,000 residents in an 18-square-mile area.

Environmental Evaluation

Would the project:

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

Less than significant impact with mitigation incorporated. Project-related impacts related to water quality could occur over three different periods:

- During demolition of existing uses, when risk of pollution exposure is present;
- During the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest;
- Following construction, before the establishment of ground cover, when the erosion potential may remain relatively high; and
- After project completion, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would remain similar to existing conditions.

National Pollutant Discharge Elimination System

Under Section 402 of the Clean Water Act, the EPA has established regulations under the NPDES program to control direct storm water discharges from construction activities disturbing one acre or more of land. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the RWQCB to preserve, protect, enhance, and restore water quality.

Short-term Construction

Dischargers whose projects disturb one or more acres of soil (or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres), are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. To obtain coverage for discharges under the General Construction Permit, dischargers are required to electronically file the Permit Registration Documents (PRDs), which include a Notice of Intent (NOI), Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents required by the General Permit and mail the appropriate permit fee to the State Water Board.

The project would disturb 1 or more acres and thus would be required to obtain coverage under the Construction General Permit and prepare a SWPPP, pursuant to Standard Condition 4.6-4. The SWPPP is required to contain a site map or maps that show the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography required to list BMPs the discharger will use to protect stormwater both before and after construction, and drainage patterns across the project site. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP.

Additionally, pursuant to CMMC Section 8-32, Water Quality, all new development and significant redevelopment within the City must be undertaken in accordance with the Orange County Drainage Area Management Plan (DAMP), including but not limited to the Development Project Guidance; and any conditions and requirements established by the Development Services Department and the Public Services Department, which are reasonably related to the reduction or elimination of pollutants in stormwater runoff from the project site. Prior to the City's issuance of a Grading or Building Permit for the project, the Development Services Department and Public Services Department would review the plans and impose terms, conditions, and requirements, as needed, in accordance with CMMC Section 8-32. Additionally, the City enforces its Master Plan of Drainage, and CMMC Title 15 Chapter III addresses drainage protocols within the City during construction of new projects.

Overall, the project's demolition and construction activities would be subject to compliance with NPDES requirements, which include obtaining coverage under the General Construction Permit by filing the Permit Registration Documents (an NOI and a SWPPP, among others), as well as the pertinent provisions of the CMMC. Compliance with the NPDES and CMMC requirements would ensure that the project's construction-related impacts to water quality are less than significant.

Long-term Operations

The Municipal Storm Water Permitting Program regulates storm water discharges from municipal separate storm sewer (drain) systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable. MEP is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify what BMPs will be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

Developers must incorporate appropriate WQMP requirements into their project plans. Each Permittee must approve the project plan as part of the development plan approval process and prior to issuing Grading and Building Permits for projects covered by the model WQMP requirements.

As noted above, the project would be undertaken in accordance with the Orange County DAMP (refer to CMMC Section 8-32). Prior to issuance of a Grading or Building Permit for the project, the Development Services Department and Public Services Department would review the project plans and impose terms, conditions, and requirements on the project, as needed. Additionally, the project would be subject to compliance with the City's Master Plan of Drainage, CMMC Title 15 Chapter III, and Standard Condition 4.9-1, which addresses compliance with the Orange County DAMP.

To summarize, the project requires compliance with NPDES, DAMP, and CMMC requirements. Compliance with the aforementioned regulations would ensure that the long-term, project-related impacts to water quality would be less than significant. Furthermore, implementation of Mitigation Measure HYD-1 would ensure project-related impacts to water quality would be less than significant.

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

Less than significant impact. The project would result in a less than significant increase in water demand. The project would meet or exceed all building code requirements including Title 24 and CALGreen. The project would also utilize water efficient toilets, fixtures, and irrigation systems, as well as drought-tolerant landscaping to reduce the project's overall water demand.

The proposed project would not deplete groundwater supplies nor substantially interfere with groundwater recharge such that there would be a new deficit in aquifer volume or a lowering of the

local groundwater table level, as it would comply with the conditions set forth by the NPDES, DAMP, and CMMC. As such, project implementation would therefore result in a less than significant impact to groundwater supplies.

As discussed further under Impact 17.b), Utilities, Mesa Water has concluded it is capable of meeting the water demands of their customers in normal, single dry, and multiple dry years between 2020 and 2040. Further, Mesa Water's water supply is anticipated to significantly increase with completion of the Colored Water Treatment Facility (CWTF) expansion. Therefore, project implementation would not substantially deplete groundwater supplies. Project implementation would therefore result in a less than significant impact to groundwater supplies.

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

Less than significant impact. The City's storm water collection system includes catch basins, drainage basins, pumping stations, and force mains. As part of the project, construction activities including demolition, grading, paving and site improvements may result in loose sediment, which can be picked up by surface water or wind into nearby storm drains and into waterways.

Standard Condition SC 4.9-2 requires preparation of a detailed hydrology study demonstrating that project implementation would not substantially alter the existing drainage pattern of the site or area. Further, no stream or river traverses the project site or is located in its vicinity. With implementation of Standard Conditions, the project would result in less than significant impacts to on- or off-site erosion and/or siltation.

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

Less than significant impact. Upon project implementation, drainage patterns would be similar to existing conditions. Project implementation would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The official copy of the Master Drainage Plan is on file in the offices of the City Engineer. The project drainage facilities would be subject to compliance with the Master Drainage Plan (pursuant to Standard Condition 4.9-2) and must be reviewed/approved by the City Engineer. Further, CMMC Section 15-65 establishes a Drainage Fee for development within the City that would require construction of additional drainage facilities. The Drainage Fee would be imposed "on a pro rata, per acre basis, upon any parcel or other piece of property for which an owner, developer or other applicant has requested approval to develop or redevelop, or to construct or reconstruct any structure upon such property, prior to, and as a condition of, approval being granted for such development or construction." The project would also be subject to compliance with the CMMC provisions and thus would result in less than significant impacts on drainage patterns and flooding.

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

Less than significant impact. The project would continue to be served by the City's stormwater drainage system. Construction activities such as demolition, grading, and paving could introduce additional pollutants and sediment into water runoff and flow into nearby storm drains. As part of the project, a SWPPP in compliance with the NPDES requirements of the Clean Water Act would be prepared. Projects that comply with NPDES requirements would not result in a significant impact related to changes in the quantity, rate, or quality of stormwater runoff from the site. Therefore, impacts would be less than significant.

f) Otherwise substantially degrade water quality?

Less than significant impact. Refer to Response 4.9.a) above.

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

No impact. Flood hazard areas identified on the Federal Emergency Management Agency Flood Insurance Rate Map are identified as a Special Flood Hazard Area (SFHA), which is defined as the area that will be inundated by the flood event having a one (1) percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood.

The project is not located within an SFHA. Therefore, project development will not place housing within a 100-year flood hazard area.

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

No impact. As previously addressed in Impact 9g), the project site is not located within the 100-year floodplain. Therefore, no impacts associated with placing structures within a 100-year flood hazard area would occur.

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

No impact. As depicted in Orange County's General Plan Figure IX-9: Prado Dam and Santiago Reservoir Inundation Areas, the project site is not located within the inundation area of a levee or dam. Therefore, project implementation would not expose people or structures to a significant risk involving flooding associated with the failure of a levee or dam, or coastal storm surges. No impacts would occur.

j) Inundation by seiche, tsunami, or mudflow?

No impact. A seiche is an earthquake or slide-induced wave that can be generated in an enclosed body of water. The project is located approximately 0.89 mile northwest from the Upper Newport Bay.

A tsunami is a sea wave generated by an earthquake, landslide, volcanic eruption, or even by a large meteor hitting the ocean. The Pacific Ocean is located approximately 3.5 miles from the project site. According to General Plan S-5 Figure: Tsunami and Sea Level Rise Hazard Areas, the project site is not located within an area subject to a seiche, tsunami, or mudflow. According to the California Geological Survey Orange County Tsunami Inundation Maps, the project site is not located within a tsunami inundation area.

Potential risk from mudflow (mudslide, debris flow) does not exist within the project area, as steep slopes are not located on or close to the project site.

Therefore, project implementation would not expose people or structures to potential hazards from inundation by seiche, tsunami, or mudflow. No impact would occur.

Standard Conditions

SC 4.9-1 In order to comply with the 2003 DAMP, the project shall prepare a Storm Drain Plan, Stormwater Pollution Prevention Plan (SWPPP), and Water Quality Management Plan (WQMP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements, prepared by a Licensed Civil Engineer or Environmental Engineer, which shall be submitted to the Department of Public Services for review and approval.

- The SWPPP shall be prepared and updated as needed during the course of construction to satisfy the requirements of each phase of development.
- The plan shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to eliminate polluted runoff until all construction work for the project is completed. The SWPPP shall include treatment and disposal of all dewatering operation flows and for nuisance flows during construction.
- A WQMP shall be maintained and updated as needed to satisfy the requirements of the adopted NPDES program.
- The plan shall ensure that the existing water quality measures for all improved phases of the project are adhered to. Location of the BMPs shall not be within the public right-of-way.

SC 4.9-2 Prior to the issuance of any Grading Permit, the Applicant shall:

- Prepared a detailed Hydrology Study, approved by the City Engineer.
- Design all storm drain facilities, approved by the City Engineer, for 25-year storm event protection.
- Design all storm drains in the public right-of-way to be a minimum of 24 inches by City of Costa Mesa requirements and in accordance with the Orange County Local Drainage Manual including a minimum spacing between manholes of 300 feet.

SC 4.9-3 Prior to approval of Plans, the project shall fulfill the City of Costa Mesa Drainage Ordinance No. 06-19 requirements.

SC 4.9-4 The project Applicant shall submit grading plans, an erosion control plan, and a hydrology study.

Mitigation Measures

MM HYD-1 A preliminary WQMP shall be prepared and submitted to the City for approval prior to the issuance of grading permits.

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

Environmental Evaluation

Would the project:

a) Physically divide an established community?

No impact. The proposed project is located at 55 Fair Drive. More specifically, the site is located on approximately 38 acres bounded by Fair Drive, Vanguard Way, and Newport Boulevard. Vanguard University was founded in 1920 and has been at its current location since 1950. The site is in a highly urbanized area of the City and is currently zoned for I&R—Institutional and Recreational and has a land use designation of Public/Institutional.

The project involves the reconstruction of existing buildings on Vanguard University's campus. The objective of the project is to enhance the area by evolving the site to support the collegial environment that Vanguard University seeks to provide to its students and community.

The campus is located in a residential area. However, implementation of the project would not physically divide an established community, as the University has existed on-site since the 1950s. The project's design and use would be compatible with the surrounding uses and would not result in alteration or modification of the existing public street or sidewalk systems and patterns in the area. Furthermore, development of the proposed project would not physically divide the existing communities in the area in any way because the project would be developed within the confines of the existing project site and would not introduce roadways or other infrastructure improvements that would bisect or transect the residential communities. Access to the existing residential communities would also not be interrupted as a result of the project development, since residents of these communities do not have to cross the project site to access their community.

Therefore, the proposed project would not create any land use barriers or otherwise divide or disrupt the physical arrangement of the existing residential communities. No impacts would occur and no mitigation measures are necessary.

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

No impact. Adopted land use regulations applicable to the project site include the City's General Plan and Zoning Regulations. Following is an analysis of the proposed project's consistency with these land use regulations.

The Land Use Element of the General Plan directs long-range development in the City by indicating the location and extent of development to be allowed. The General Plan sets forth land use goals, policies, and objectives that guide new development. The City of Costa Mesa General Plan Land Use Map identifies the land use designation of the project site as Public/Institutional.

City of Costa Mesa 2035 General Plan

The Land Use Element of the General Plan directs long-range development in the City by indicating the location and extent of development to be allowed. The General Plan sets forth land use goals, policies, and objectives that guide new development. The City of Costa Mesa General Plan Land Use Map currently identifies the land use designation of the project site as Public/Institutional. According to the General Plan (pp. LU-49–LU-50) "The Public/Institutional designation applies to both publically and privately owned land that provides recreation, open space, health, and educational opportunities, as well as uses that provide a service to the public . . . . Areas included in this designation are park sites, health care facilities, educational institutions, religious facilities, fairgrounds, and public facilities."

General Plan Consistency

According to the City's General Plan Land Use Element, Costa Mesa is 99 percent built out, with 46 percent residential, 14 percent commercial, and 10 percent industrial land uses. The City's General Plan land use designation for the project site is Public/Institutional. This land use designation applies to publicly and privately owned properties that provide recreation, open space, health, and educational opportunities, as well as uses that provide a service to the public. A total of 1,263.4 acres in the City are designated Public/Institutional.

The proposed project is intended to bridge the vision of development for Vanguard University with the City's planning requirements and the larger community in which it resides. The project would enhance the area by evolving the site to support the collegial environment that Vanguard University seeks to provide to its students and community, while adhering to the City's General Plan requirements.

The project is consistent with applicable General Plan land use goals, objectives, and policies as follows:

- **General Plan Objective LU-1A:** Establish and maintain a balance of land uses throughout the community to preserve the residential character of the City at a level no greater than can be supported by the infrastructure.
- **General Plan Policy LU-1.1:** Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities in consideration of the needs of business and residential segments of the community.

The proposed project would enhance an existing educational institution, including the provision of student housing and additional employment opportunities. The character of the surrounding area is defined by residential and institutional uses. The project would be compatible with the mix of uses and character of its surroundings, and would maintain the quality of the environment. The proposed project's planned development standards will be fully evaluated by the final decision-making body.

Therefore, the project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the General Plan or zoning regulations) adopted for the purpose of avoiding or mitigating an environmental effect.

Zoning Ordinance

The City's Zoning Ordinance is the primary implementation tool for the City's General Plan Land Use Element and the goals and policies contained therein. For this reason, the Zoning Map must be consistent with the General Plan Land Use Map. The General Plan Land Use Map indicates the general location and extent of future land use in the City. The Zoning Ordinance, which includes the Zoning Map, contains more detailed information about permitted land uses, building intensities, and required development standards.

Zoning Consistency

According to the City's zoning map, the zoning district of the project site is Institutional and Recreational—I&R. Zoning and development standards for the I&R district are incorporated into Chapter 13-20 (Zoning Districts) of the City's zoning code. The I&R zoning district is intended to allow land uses which provide recreation, open space, health and public service uses. Development in this designation may occur on either public or private property. Areas included in this designation are parks, health care facilities, educational institutions, religious facilities, fairgrounds, and public facilities. The I&R zoning district permits 0.25 FAR and 44 employees per acre.

Development of the proposed project would not require the approval of a zoning code amendment or zone change; nor would it require a variance from the City's zoning standards. Specifically, the proposed project has been designed consistent with the development standards outlined in Chapter 13-20 of the City's Zoning Code.

The proposed project would reconstruct existing buildings on the site in order to enhance the existing campus to support the collegial environment that Vanguard University seeks to provide its students and community. The project would not be incompatible with the existing uses of the site or the character of its surroundings, and would maintain the quality of the environment. Therefore, the project would not conflict with any applicable land use plan, policy, or regulation of an agency

with jurisdiction over the project, including but not limited to the General Plan, Specific Plan, local coastal program, or zoning ordinance.

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

No impact. As stated in Section 3.4.f), the project site is located within areas covered by the Natural Community Conservation Plan/Habitat Conservation Plan for the Central/Coastal Orange County NCCP/HCP, specifically within the Coastal Subregion of the plan (R.J. Meade Consulting, Inc. 1996). However, the project site is not within the designated Reserve System or classified a Special Linkage Area or Existing Use Area. The project site is currently developed land and does not contain biological features that could maintain plant/wildlife species and is not anticipated to impact any habitats or species. The proposed project would not conflict with any HCP or NCCP.

Mitigation Measures

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
11. Mineral Resources *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

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

No impact. The City's General Plan does not identify any known mineral resources in the City. As stated previously, Costa Mesa is 99 percent built up land and does not contain any locally important mineral resource recovery sites in the city or near the project site. The site is zoned as Institutional and Recreational not a permitted for mining or mineral extraction. The site is fully developed/ disturbed by existing college buildings and associated parking lots. Thus, the site does not support mineral extraction operations, thereby precluding the possibility of related impacts. No impacts would occur.

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

No impact. As stated above, the project site is located in a highly urbanized area. There are no mineral resource recovery sites or mining practices in Costa Mesa. The site is zoned Institutional and Recreational and no mining activities are permitted under this designation. The site is fully developed/disturbed by existing college buildings and associated parking lots. Thus, the site does not support mineral extraction operations. No impacts would occur.

Mitigation Measures

None.

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

Environmental Setting

Descriptions and analysis in this section are based on the Noise Impact Analysis dated November 10, 2017, located in Appendix E.

Environmental Evaluation

Would the project result in:

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

Traffic Noise Impacts

Less than significant impact. A significant impact would occur if implementation of the project would expose the proposed project to noise levels in excess of the City's land use compatibility

standard or in excess of acceptable interior noise level standards. However, it should be noted that proposed structures would be an addition to the existing university; thus, this project would not involve development of any new land uses.

The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate traffic-related noise conditions in the vicinity of the project site. Traffic data used in the model was obtained from the traffic analysis prepared for the project by Kunzman Associates, Inc. (Appendix F). The resultant noise levels were weighed and summed over a 24-hour period in order to determine the CNEL values. The traffic noise modeling input and output files are included in Appendix E. Table 14 shows a summary of the traffic noise levels for existing, existing plus project, opening year (2020) no project, and opening year (2020) plus project conditions, as measured at 50 feet from the centerline of the outermost travel lane.

Table 14: Traffic Noise Model Results Summary

Roadway Segment	Existing No Project (dBA) CNEL	Existing Plus Project (dBA) CNEL	Increase over Existing No Project (dBA)	Opening Year (2020) No Project (dBA) CNEL	Opening Year (2020) Plus Project (dBA) CNEL	Increase over Opening Year (2020) No Project (dBA)
Newport Boulevard South—Santa Isabel Avenue to Project South Driveway	67.7	68.0	0.3	67.8	68.1	0.3
Newport Boulevard South—Project South Driveway to Project Central Driveway	67.8	68.3	0.5	67.9	68.5	0.6
Newport Boulevard South—Project Central Driveway to Project North Driveway	67.7	68.0	0.3	67.9	68.1	0.2
Newport Boulevard South—Project North Driveway to Fair Drive	67.7	68.0	0.3	67.8	68.1	0.3
Fair Drive—Newport Boulevard South to Project Access (NS)	70.5	70.3	-0.2	70.6	70.4	-0.2
Fair Drive—Project Access (NS) to Civic Center	71.2	71.2	0.0	71.3	71.3	0.0
Fair Drive—Civic Center to Vanguard Way	71.2	71.3	0.1	71.3	71.5	0.2
Vanguard Way—Fair Drive to Morristown Lane	57.2	56.6	-0.6	57.3	56.8	-0.5

Note:
CNEL (dBA) is stated as measured at 50 feet from the centerline of the outermost travel lane.
Source: FirstCarbon Solutions, 2017.

The projected traffic noise levels along Newport Boulevard South to the east of the project site would range up to 68.3 dBA CNEL as measured at 50 feet from the centerline of the nearest travel lane under existing plus project conditions. Traffic noise levels are projected to range up to 68.5 dBA CNEL along the same stretch with implementation of the proposed project under the opening year (2020) plus project conditions. The nearest proposed façade along this roadway segment would be setback approximately 140 feet from the centerline of the roadway. At this distance, traffic noise levels would attenuate to below 64 dBA CNEL. These noise levels are considered "conditionally acceptable" for new school land use development.

The projected traffic noise levels along Vanguard Way to the west of the project site would range up to 56.6 dBA CNEL as measured at 50 feet from the centerline of the nearest travel lane under existing plus project conditions. Traffic noise levels are projected to range up to 56.8 dBA CNEL along the same stretch with implementation of the proposed project under the opening year (2020) plus project conditions. These noise levels are considered "normally acceptable" for new school land use development. The reduction of traffic noise levels along Vanguard Way is due to the proposed project's site plan, which draws future traffic away from Vanguard Way to Newport Boulevard and Fair Drive, as is shown in the traffic analysis prepared for this project.

The projected traffic noise levels along Fair Drive to the north of the project site would range up to 71.3 dBA CNEL as measured at 50 feet from the centerline of the nearest travel lane under existing plus project conditions. Traffic noise levels are projected to range up to 71.5 dBA CNEL along the same stretch with implementation of the proposed project under the opening year (2020) plus project conditions. The nearest proposed façade along this roadway segment would be setback approximately 70 feet from the centerline of the outermost travel way. At this distance, traffic noise levels would attenuate to 69 dBA CNEL. These noise levels are considered "normally unacceptable" for new school land use developments. It should be noted that the reduction of traffic noise levels on Fair Drive from Newport Boulevard South to Project Access (NS) is due to the proposed project's site plan, which draws traffic to other areas along Fair Drive and Newport Boulevard, as is shown in the traffic analysis prepared for this project.

The traffic noise levels along Fair Drive are considered "normally unacceptable" for new school land use developments. Under these conditions, new construction and development should generally be discouraged, however the proposed project would only include new structures that would be in addition to the structures existing at the university; thus, this project would not involve any new land use development. Nevertheless, the inclusion of noise-reducing insulating features to the project would attenuate noise levels from 69 dBA to 45 dBA, which would be below the 55 dBA noise level that is considered normally acceptable for office and school land uses. As such, traffic noise impacts would be less than significant.

Stationary Noise Impacts

Less than significant impact. A significant impact would occur if operational noise levels from new stationary noise sources associated with the proposed project site would exceed levels indicated by the City's performance standard at the property line of receiving residential land uses or if noise levels from proposed stationary noise sources were to exceed the maximum acceptable exterior noise levels for residential areas.

The proposed project would include new stationary noise sources such as heating, ventilation, and air conditioning (HVAC) systems. At the time of preparation of this analysis, details were not available pertaining to proposed mechanical ventilation systems for the project. Therefore, a reference noise level for typical mechanical ventilation systems was used in this analysis. Noise levels from typical commercial mechanical ventilation equipment are anticipated to range up to approximately 60 dBA L_{eq} at a distance of 25 feet.

The nearest off-site receptors are the multi-family residences located near the southern boundary of the project site and immediately north of the Vanguard Way and Newport Boulevard intersection. Proposed mechanical ventilation systems could be located as close as 40 feet from these receptors. In addition, there is an existing 8-foot-high solid fence along the project's southern property line at this location. Therefore, at this distance and with a minimum 6 dBA reduction for the screening provided by the solid fence, noise levels generated by proposed mechanical ventilation systems would attenuate to below 50 dBA L_{eq} at the nearest sensitive off-site receptor. The resulting noise levels would not exceed 55 dBA L_{eq} from 7:00 a.m. to 11:00 p.m. or 50 dBA L_{eq} from 11:00 p.m. to 7:00 a.m. at any residential land use in the project vicinity. Additionally, resulting noise levels would not exceed the City's maximum acceptable exterior noise level of 65 dBA CNEL at any receiving residential land use in the project vicinity. As such, project-related stationary source noise impacts would be less than significant.

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

Less than significant impact. A significant impact would occur if the proposed project would expose persons to or generate groundborne vibration levels that would exceed established standards. The City of Costa Mesa does not have established vibration criteria, however, the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment manual (2006) establishes construction vibration impact criteria that are considered the industry-accepted thresholds for vibration impacts.

Short-term Construction Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of a construction site respond to these vibrations with varying results ranging from no perceptible effects at low levels to slight damage at the highest levels. Of the variety of equipment expected to be used during construction of the proposed project, the compactors that would be used in the site preparation phase of construction would produce the greatest groundborne vibration levels. Compactor equipment can produce groundborne vibration levels ranging up to 0.138 inch per second (in/sec) peak particle velocity (PPV) at 25 feet from the operating equipment.

The nearest sensitive off-site structure would be the multi-family residential receptor located near the southern boundary of Vanguard University, in the northwestern corner of the existing multi-family residential complex. This receptor would be located approximately 30 feet from the nearest construction footprint where the heaviest construction equipment would potentially operate. At

this distance, groundborne vibration levels would range up to 0.099 PPV. This is well below the industry standard vibration damage criterion of 0.2 PPV for this type of structure. Therefore, groundborne vibration impacts to off-site structures would be less than significant, and construction-related groundborne vibration impacts would be less than significant.

Operational Vibration Impacts

The project includes twelve separate projects that involve the demolition or construction of buildings on the Vanguard Campus. As such, implementation of the project would not include any permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the project vicinity. Furthermore, there are no existing significant permanent sources of groundborne vibration to which the proposed project would be exposed. Therefore, project operational groundborne vibration-level impacts would be considered less than significant.

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

Less than significant impact. A characteristic of noise is that a doubling of sound sources with equal strength is required to result in a perceptible increase (defined to be a 3 dBA or greater) in noise level. A change of 5 dBA is considered to be the minimum change considered readily perceptible to the human ear in outdoor environments. A significant impact would occur if implementation of the proposed project resulted in an increase in ambient noise levels of 5 dBA or greater above existing background noise levels in the project vicinity.

This highest traffic noise level increase with implementation of the project would occur along Newport Boulevard South from Project South Driveway to Project Central Driveway under existing plus project conditions. The project would result in an increase of 0.5 dBA along this roadway segment. This increase is below the level that is considered a perceptible change (a 3 dBA increase), and is well below a 5 dBA increase that would be considered a substantial permanent increase in noise levels compared with noise levels that would exist without the project. Therefore, project-related traffic noise impacts on off-site receptors would be less than significant.

As described in Impact 12a) above, new mechanical equipment noise sources resulting from implementation of the project could result in noise levels ranging up to 50 dBA L_{eq} as measured at the nearest off-site sensitive receptors (the multi-family residences south of the project site). As shown in Table 5 of the Noise Impact Analysis report, the existing measured ambient noise levels at noise monitoring locations ST-5 and ST-6 range from 51.2 dBA to 56.1 dBA L_{eq}. Therefore, project-related stationary sources would not result in a substantial permanent increase compared with noise levels existing without the project, and noise impacts from new stationary noise sources on off-site receptors would be less than significant.

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

Less than significant impact with mitigation incorporated. Two types of short-term noise impacts could occur during the construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the project site would incrementally increase noise levels on access roads leading to the project site (vehicle engine noise, the sound of vehicle doors shutting, etc.). Although there would be a relatively high single event noise exposure potential causing intermittent noise nuisance, the effect on longer-term (hourly or daily) ambient noise levels would be small. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the project site would be less than significant.

The second type of short-term noise impact is associated with noise generated during construction on the project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction related noise ranges to be categorized by work phase.

The demolition and construction that would take place during this project would likely require the use of scrapers, bulldozers, water trucks, haul trucks, and pickup trucks. The maximum noise level generated by each scraper is assumed to be 85 dBA L_{max} at 50 feet from this equipment. Each bulldozer would also generate 85 dBA L_{max} at 50 feet. The maximum noise level generated by graders is approximately 85 dBA L_{max} at 50 feet. Each doubling of sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, a reasonable worst-case combined noise level during this phase of construction would be 90 dBA L_{max} at a distance of 50 feet from the acoustic outer boundary of a construction area. This would result in a reasonable worst-case hourly average of 86 dBA L_{eq}.

The closest noise sensitive receptors are the multi-family residences located immediately south of the project site. The closest building façade of these receptors would be located approximately 30 feet from the acoustic center of construction activity. At this distance, construction noise levels would range up to approximately 94 dBA L_{max}, with a worst-case hourly average of 90 dBA L_{eq}, if multiple pieces of heavy construction equipment operate simultaneously during construction of the proposed maintenance and operations warehousing buildings.

The second-closest noise sensitive receptors are the multi-family residences located west of the project site. The closest building façade of these receptors would be located approximately 200 feet from the acoustic center of construction activity. At this distance, construction noise levels would range up to approximately 78 dBA L_{max}, with a relative worst-case hourly average of 74 dBA L_{eq}, if multiple pieces of heavy construction equipment operate simultaneously during construction of the proposed maintenance and operations warehousing buildings.

The third-closest noise sensitive receptors are the single-family residences located southeast of the project site, across the Costa Mesa Highway. The closest building façade of the nearest receptor would be located approximately 410 feet from the southeast end of construction activity. At this distance, construction noise levels would range up to approximately 72 dBA L_{max}, with a relative worst-case hourly average of 68 dBA L_{eq}, if multiple pieces of heavy construction equipment would operate simultaneously during construction of the proposed student housing, parking structure, and STEM and kinesiology buildings.

Although there could be a relatively high single event noise exposure potential causing an intermittent noise nuisance, the effect of construction noise levels on longer-term (hourly or daily) ambient noise levels would be small but could result in annoyance or sleep disturbances at nearby sensitive receptors. However, the City's Municipal Code provides certain exemptions from noise-producing construction activities. The City requires that construction activities only take place between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday and between 9:00 a.m. and 6:00 p.m. on Saturdays. Construction activities are not exempt from the City's noise performance standards outside of these hours, including any time on Sundays or during specified federal holidays. Therefore, restricting construction activities to these stated time periods, as well as implementing the best management noise reduction techniques and practices outlined in Mitigation Measure NOI-1, would ensure that potential short-term construction noise impacts to sensitive receptors in the project vicinity would be reduced to a less than significant level.

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

Less than significant impact. The nearest airport to the project site is the John Wayne Airport, located approximately 1 mile northeast of the project site. Because of the distance from and orientation of the airport runways, the project site is located outside of the airport's 65-dBA CNEL noise contours. While aircraft noise is occasionally audible on the project site from aircraft flyovers, aircraft noise associated with nearby airport activity would not expose people residing or working near the project site to excessive noise levels. Therefore, implementation of the project would not expose persons residing or working in the project vicinity to noise levels from airport activity that would be in excess of normally acceptable standards for school land use developments. Impacts associated with public airport noise would be less than significant.

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

No impact. The project site is not located within the vicinity of a private airstrip. Therefore, no impacts associated with private airstrip noise would occur.

Mitigation Measures

MM NOI-1 Implementation of the following multi-part mitigation measure is required to reduce potential construction period noise impacts:

- The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited.
- The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
- At all times during project grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from adjacent residences.
- The construction contractor shall ensure that the construction staging areas shall be located to create the greatest feasible distance between the staging area and noise-sensitive receptors nearest the project site.
- The construction contractor shall ensure that all on-site demolition and construction activities, including deliveries and engine warm-up, shall be restricted to the hours between 7:00 a.m. and 7:00 p.m., Monday through Friday, and between 9:00 a.m. and 6:00 p.m. on Saturday. Construction work is not to be performed on Sunday or on the federal holidays that are listed in the City ordinances.

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

Environmental Evaluation

Would the project:

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

Less than significant impact. The project involves the remodeling and construction of university buildings. This project includes the construction of student housing which could accommodate an additional 300 students depending on design and room size.

Enrollment at Vanguard University for fall 2017 is 2,098 students. Costa Mesa had a population of 112,822 in 2016; a potential increase of 300 students would represent a less than 0.003 percent increase of the City's population. Students would be expected to reside only on the project site during the time they are completing their degree programs (4 to 6 years), and would not be permanent, long-term residents of the project site.

In addition, the project does not propose the construction of any new roads or infrastructure that could increase population. Implementation of the project would have a less than significant impact on population growth directly or indirectly, having a less than significant impact.

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

No impact. The project site is located on an existing college campus. Implementation of the project would not displace any existing housing, but instead would provide additional housing options for students enrolled at the university.

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

No impact. As stated above, the proposed project is for the construction of institutional facilities and is located on a currently developed college campus. Implementation of the project would not displace people or necessitate the construction of replacement housing.

Mitigation Measures

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
14. Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Environmental Evaluation

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

a) Fire protection?

Less than significant impact. The CMFD provides fire protection and emergency medical services to the City, which include fire prevention and suppression, paramedic, emergency medical, and hazardous materials management/environmental safety. The CMFD comprises three divisions: Administration; Suppression/Mobile Intensive Care (Emergency Medical Services); and Fire Prevention. There is one paramedic engine company with four personnel, a 100-foot aerial ladder truck company,[1] an urban search and rescue squad,[2] and three Battalion Chiefs[3] of whom at least one chief is on duty 24-hours a day, 7 days a week. These fire personnel respond from six fire stations strategically located within the City.[4] The nearest fire station to the project site is Civic Center Fire Station, located at 2450 Fair Drive, which is adjacent to the western portion of the project site. The closest station to the project is the Costa Mesa Fire Station #5, located at 2450 Fair Drive, approximately 0.1 miles north of the project site. Depending on the nature, size, and location of the alarm, units from multiple stations will respond.

[1] City of Costa Mesa Fire Department 2015 100-Foot Aerial Ladder Truck Website: https://www.costamesaca.gov/index.aspx?page=1452. Accessed November 15, 2017.
[2] City of Costa Mesa Fire Department 2015 Urban Search and Rescue. Website: http://costamesaca.gov/index.aspx?page=1453. Accessed November 15, 2017.
[3] City of Costa Mesa Fire Department 2015 Organization Chart. Website: http://costamesaca.gov/modules/showdocument.aspx?documentid=6377. Accessed November 15, 2017.
[4] City of Costa Mesa Fire Department 2015 Station Locations. Website: http://costamesaca.gov/index.aspx?page=230. Accessed November 15, 2017.

The project does not propose new or physically altered fire protection facilities. The project involves the reconstruction of institutional buildings on a university campus. Project implementation would result in a residence hall to accommodate up to 300 additional students. According to the City's Housing Element of the General Plan, Costa Mesa had a population of 112,822 in 2016. A potential increase of 300 students would have a less than 0.003 percent increase on the population of the City.

Project implementation is not anticipated to increase CMFD response times to the project site or surrounding vicinity, or require construction of new or physically altered fire protection facilities. The project's design would be subject to compliance with the requirements set forth in the 2016 California Fire Code and all amendments, including the provision of fire sprinkler systems throughout the project site. The development would also be subject to compliance with the fire provisions specified in the 2016 California Building Code and all incorporated amendments, and the 2015 International Fire Code. Additionally, the project would be subject to compliance with the Standard Conditions specified below, in order to enhance fire protection measures. The project plans would be reviewed and approved by the Costa Mesa Building and Fire Departments, which would ensure adequate emergency access, fire hydrant availability, and compliance with all applicable codes and standards.

Compliance with the City's discretionary review process and CMMC requirements would ensure that project implementation would result in a less than significant impact to fire protection services.

b) Police protection?

Less than significant impact. The Costa Mesa Police Department (CMPD) provides police protection services to the City from their headquarters located at 99 Fair Drive, located approximately 0.2 mile away from the project site. The CMPD is composed of three divisions: Administration; Field Operations; and Support Services.[5] The CMPD comprises 196 full-time positions, of which 130 are sworn officers and 66 are civilians, with various part-time positions to aid throughout the organization.[6]

The project does not propose new or physically altered police protection facilities. The project involves reconstruction of existing institutional facilities on a university campus. Project implementation includes the construction of a residence hall that would result in a maximum of 300-resident increase. According to the City's Housing Element of the General Plan, Costa Mesa had a population of 112,822 in 2016. A potential increase of 300 students would have a less than 0.003 percent increase on the population of the City.

Project implementation is not anticipated to increase CMPD response times to the project site or surrounding vicinity, or require construction of new or physically altered police protection facilities. The project would be subject to compliance with Standard Condition SC4.14-9, in order to enhance police protection services. In addition, the project plans would be reviewed and approved by the

[5] City of Costa Mesa Police Department 2015 Department Division. Website: http://38.106.5.76/index.aspx?page=971. Accessed November 15, 2017.

[6] City of Costa Mesa Police Department 2015 Department Division. Website: http://38.106.5.76/index.aspx?page=971. Accessed November 15, 2017.

Costa Mesa Building and Police Departments, which would ensure that adequate safety and crime prevention measures are provided. Compliance with the City's discretionary review process would ensure that project implementation would result in a less than significant impact to police protection services.

c) Schools?

No impact. The project site is located within the Newport-Mesa Unified School District (NMUSD). The project site is located in the College Park Elementary School (grades K–6), and Costa Mesa High School (grades 7–12) service areas, with school enrollments of approximately 589 and 1,779, respectively.

The project involves the reconstruction of institutional facilities at Vanguard University; however, project implementation would not result in a corresponding increase in the demand for public school facilities. Because this project is associated with a private higher-educational institution, there would be no impact on the surrounding schools.

d) Parks?

Less than significant impact. According to the City's General Plan, there are 2,067.06 acres of parks and open space in Costa Mesa. The City seeks to provide 4.26 acres of park and recreational land for every 1,000 residents.

The project does not propose new or physically altered park facilities, but it does include improvements to current athletic facilities on campus.

Project implementation would include the construction of residence halls with a maximum occupancy of 300 students. Based on parkland demand factor of 4.26 acres per 1,000 residents, project implementation would generate a demand for approximately 1.28 acres of parkland. The total open space for the project equals 4.9 acres. Most students and staff are likely to utilize on-site facilities and open space. Because of the amount of open space provided on the campus, there would be less than significant impact to parkland in the City.

e) Other public facilities?

Less than significant impact. There are three public libraries within the City. The nearest public library to the project site is the Costa Mesa Technology Library located approximately 0.67 mile southwest of the project site at 2263 Fairview Road.

Project F of the master plan proposes to replace the existing on-campus library with a new Learning Resource Center. Most students and staff would utilize the Learning Resource Center once construction is completed. Given the nature of the project, there would be negligible impacts to the City's public library facilities and construction of new or physically altered library facilities would not be required.

Standard Conditions

SC 4.14-1 Prior to the issuance of a Building Permit, the City of Costa Mesa Fire Department shall review and approve the developer's project design features to assess compliance with the California Building Code and California Fire Code.

SC 4.14-2 Projections, including eaves, shall be one-hour fire resistive construction, heavy timber or of noncombustible material if they project into the 5 ft setback area from the property line. They may project a maximum of 12 inches beyond the 3 ft setback. CRC Tables R302.1(1) and R302.1(2).

SC 4.14-3 The final master plan for development of the project shall provide sufficient capacity for fire flows required by the City of Costa Mesa Fire Department.

SC 4.14-4 Vehicular access shall be provided and maintained serviceable throughout construction to all required fire hydrants.

SC 4.14-5 The project shall provide approved smoke detectors to be installed in accordance with the 2016 Edition of the Uniform Fire Code.

SC 4.14-6 The project shall provide fire extinguishers with a minimum rating of 2A to be located within 75 feet of travel distance from all areas. Extinguishers may be of a type rated 2A, 10BC as these extinguishers are suitable for all types of fires and are less expensive.

SC 4.14-7 The project shall provide a fire alarm system.

SC 4.14-8 The project shall provide individual numeric signage for proposed residences with minimum 6 inches height.

SC 4.14-9 As final building plans are submitted to the City of Costa Mesa for review and approval, the Costa Mesa Police Department shall review all plans for the purpose of ensuring that design requirements are incorporated into the building design to increase safety and avoid unsafe conditions. These measures focus on security measures are recommended by the Police Department, including but not limited to, the following:

- Lighting shall be provided in open areas and parking lots.
- Required building address numbers shall be readily apparent from the street and rooftop building identification shall be readily apparent from police helicopters for emergency response agencies.
- Landscaping requirements (e.g., minimize use of hedges, use of low height shrubs for greater visibility).
- Emergency vehicle parking areas shall be designated within proximity to buildings.
- Prior to the issuance of a Building Permit, the City of Costa Mesa Police Department shall review and approve the developer's project design features to

satisfy local requirements. The applicant shall then pay the appropriate fee in effect to mitigate the project's proportionate impact to additional demands on police protection services, if any.

Mitigation Measures

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
15. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Environmental Evaluation

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

Less than significant impact. Project implementation would not increase the use of existing recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Any increased demands for recreational facilities would be mitigated through compliance with the CMMC requirements and the provision of on-site landscaping.

The project does not propose new or physically altered park facilities. However, the project seeks to replace the existing gymnasium to provide adequate facilities for the Vanguard's athletics program and an events center for the campus to gather during planned events.

Project implementation would result in campus housing to accommodate a maximum of 300 students. Based on a parkland demand factor of 4.26 acres per 1,000 residents, project implementation would generate a demand for approximately 1.28 acres of parkland. The project provides 4.9 acres of open space on the Vanguard campus; therefore, the impact on existing parks and recreational facilities would be less than significant.

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

Less than significant impact. The project includes the construction of recreational facilities and seeks to replaces the existing gymnasium to provide adequate facilities for the Vanguard's athletics program and an events center for the campus to gather during planned events. The potential environmental effects of the construction of this facility are accounted for within the various topical sections of this IS/MND as part of the overall Master Plan. Compliance with the identified mitigation

measures, Standard Conditions, and CMMC would ensure that the impacts would be less than significant.

Mitigation Measures

None.

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

Environmental Setting

A Traffic Impact Analysis (TIA) was prepared by Kunzman Associates, Inc. in October 2017 for the project and is included as Appendix F of this report. The TIA analyzes the morning peak-hour (between 7:00 a.m. and 9:00 a.m.) and the evening peak-hour (between 4:00 p.m. and 6:00 p.m.) at the following six (6) study area intersections:

1. Vanguard Way at Morristown Lane
2. Civic Center at Fair Drive
3. Project Access at Fair Drive
4. Newport Boulevard South at Project North Driveway
5. Newport Boulevard South at Project Central Driveway
6. Newport Boulevard South at Project South Driveway

The driveway on the southwest portion of the project site along Vanguard Way was not included in this analysis as it is for maintenance and operations vehicles only and does not allow student access.

Methodology

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization (ICU). To calculate an ICU value, the volume of traffic using the intersection is compared with the capacity of the intersection. An ICU value is usually expressed as a decimal. The decimal represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method. To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

Significance Criteria

The City of Costa Mesa has established Level of Service (LOS) D as the minimum acceptable Level of Service for its arterial roadway system. If a project increases the Intersection Capacity Utilization (ICU) for a signalized intersection by more than 1 percent and achieves unacceptable LOS E or F, then a significant impact has occurred and feasible improvements must be identified that will mitigate the intersection Level of Service to an acceptable LOS D or better.

Existing Traffic Conditions

The project site is currently in operation as a university and is generating significant trips. Morning and evening peak hour intersection turning movement counts were taken at each project driveway to determine the existing trip generation for the existing campus. Under ICU and Intersection Delay methodologies, the study intersections currently operate at acceptable LOS during the peak hours under Existing traffic conditions.

Trip Generation

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and life styles remain similar to what are known today.

The existing project site currently generates a total of approximately 5,208 daily vehicle trips, 436 of which currently occur during the morning peak hour and 507 of which currently occur during the evening peak hour.

The proposed development is projected to generate a total of approximately 6,569 daily vehicle trips, 550 of which would occur during the morning peak hour and 640 during the evening peak hour.

Therefore, the proposed project would generate a net increase of approximately 1,361 daily vehicle trips, 114 of which will occur during the morning peak hour and 133 during the evening peak hour.

Trip Distribution

The trip distributions have been formulated for the morning and evening peak hour by inbound and outbound direction. This has been done so that the inbound and outbound turning movements directly match the intersection turning movement counts by peak hour for each existing project driveway. Formulations of these directional distributions of the project trips were based on existing turning movement counts, existing parking lots, existing internal circulation, proposed parking lots, proposed new development locations, and proposed internal circulation.

Existing Plus Project Traffic Conditions

To assess Existing Plus Project traffic conditions, existing traffic volumes are combined with the project trips. The signalized study intersection is projected to operate at acceptable LOS during the peak hours for Existing Plus Project traffic conditions. The unsignalized intersections are projected to operate at acceptable LOS during the peak hours using the Intersection Delay Method, except for the intersection of Newport Boulevard South at Project Central Driveway, which is projected to operate at an unacceptable LOS during the evening peak hour. This unsignalized intersection is projected to operate at acceptable LOS during the peak hours for Existing Plus Project traffic conditions using the ICU methodology.

It is recommended that because of the nature of the unsignalized intersection along Newport Boulevard South, the Intersection Capacity Utilization methodology should take precedence. Because of relatively high southbound traffic volumes on Newport Boulevard South (the roadway is one-way only in the southbound direction), minimal conflicting turning movements on this roadway causes a significant delay for these traffic movements, creating a situation that is not able to be mitigated without the installation of a traffic signal. This occurs even though these intersections have relatively low minor street movements that would not warrant traffic signals and the only movements consist of southbound through/right and eastbound right turning movements. The Intersection Delay methodology does not account for acceptable gaps created on Newport Boulevard South for traffic volumes to enter/exit the existing driveways, due to the traffic signal located north of these intersections on Newport Boulevard South at Fair Drive. This traffic signal produces periodic gaps in traffic volumes for downstream traffic volumes as they are fulfilling their traffic cycles, which allows for the creation of gaps to occur. The intersection Capacity Utilization methodology is preferred because it does not single out the most minimalistic movements in relation to total traffic volumes utilizing that intersection to then assess the entire intersection performance.

Opening Year (2020) Without Project Traffic Conditions

For Opening Year (2020) traffic conditions, an areawide growth rate has been utilized to account for areawide growth on study area roadways. Opening Year (2020) traffic volumes have been calculated from a 1.0 percent annual growth rate of existing traffic volumes over a 3-year period. The areawide growth rate has been obtained from previous traffic studies conducted in the City of Costa Mesa. Areawide growth has been added to existing daily and peak-hour traffic volumes on surrounding roadways.

The study intersections are projected to operate at acceptable LOS during the peak hours for Opening Year (2020) Without Project traffic conditions.

Opening Year (2020) With Project Traffic Conditions

To assess Opening Year (2020) With Project traffic conditions, Opening Year (2020) Without Project volumes are combined with the project trips. The signalized study intersections are projected to operate at acceptable LOS during the peak hours for Opening Year (2020) With Project traffic conditions. The unsignalized intersections are projected to operate at acceptable LOS during the peak hours using the Intersection Delay Method, except for the intersections of Newport Boulevard South at Project North Driveway and Newport Boulevard South at Project Central Driveway, which are projected to operate at unacceptable LOS during the evening peak hour. These unsignalized intersections are projected to operate at acceptable LOS during the peak hours for Opening Year (2020) With Project traffic conditions using the ICU methodology.

It is recommended that because of the nature of the unsignalized intersection along Newport Boulevard South, the Intersection Capacity Utilization methodology should take precedence. Because of relatively high southbound traffic volumes on Newport Boulevard South (the roadway is one-way only in the southbound direction), minimal conflicting turning movements on this roadway cause a significant delay for these traffic movements, thereby creating a situation that is not able to be mitigated without the installation of a traffic signal. This occurs even though these intersections have relatively low minor street movements that would not warrant traffic signals and the only movements consist of southbound through/right and eastbound right turning movements. The Intersection Delay methodology does not account for acceptable gaps created on Newport Boulevard South for traffic volumes to enter/exit the existing driveways, due to the traffic signal located north of these intersections on Newport Boulevard South at Fair Drive. This traffic signal produces periodic gaps in traffic volumes for downstream traffic volumes as they are fulfilling their traffic cycles which allow for the creation of gaps to occur. The intersection Capacity Utilization methodology is preferred because it does not single out the most minimalistic movements in relation to total traffic volumes utilizing that intersection to then assess the entire intersection performance.

Traffic Signal Warrants

Caltrans provides warrant criteria for traffic signals to determine if a traffic signal is warranted at an intersection, as specified in the Manual of Uniform Traffic Control Devices 2014 Edition (Revision 1) revised December 9, 2015. Chapter 4C.01 lists a set of factors should be considered when determining whether a traffic signal is justified at a particular location.

Based on the warrant criteria established by Caltrans, the installation of traffic signals at the intersections of Newport Boulevard South at Project North Driveway or Newport Boulevard South at Project Central Driveway is not recommended for the following reasons:

- In adherence to Section 4C.01.06, traffic signals at either location are not anticipated to improve overall safety and/or operation of the intersection. SR-55 is located adjacent to Newport Boulevard South to the east, running parallel with the roadway. Therefore, there is

no known benefit for a crosswalk across Newport Boulevard South for pedestrian travel since there are no destination points on the east side of the roadway. Considering that the Delay Methodology provides a LOS based on the worst individual movement (eastbound right for both locations) without consideration of other movements, this methodology gives preferential treatment to a movement that provides a fraction of the overall turning movements of the intersection.

The installation of a traffic signal at either location would impede southbound flow for a considerable amount of vehicles, providing no discernible safety benefit while directly degrading the operation of each intersection since a considerable amount of southbound vehicles will be forced to slow down and stop at either intersection (if signalized), thus increasing southbound vehicular delay; whereas southbound motorists currently do not experience any delay at these intersections. Therefore, a traffic signal should not be installed at either location.

- Section 4C.01.07 states that traffic signals should not be installed if they seriously disrupt progressive traffic flow. Since both intersections are one-directional for the major street (southbound) and currently provide for free-flow operations, a traffic signal would seriously disrupt progressive traffic flow for the reasons identified for Section 4C.01.05 specified above. Therefore, a traffic signal should not be installed at either location.

- Section 4C.01.08 allows for engineering judgment to determine the amount of turning movement volumes for right turning movements that may be removed on minor street approaches. The minor street approach for both intersections only consists of eastbound right turning movements. Since both intersections do not allow for eastbound left or through turning movements or any westbound turning movements, and northbound traffic is non-existent, eastbound right turning movements only need to be aware of southbound through movements as they wait for an acceptable gap to occur and complete this movement onto Newport Boulevard South. Queuing issues are also not pervasive since eastbound right turning vehicles will stack internally within the project site.

  Because of these conditions, these eastbound right turning movements on the minor street (Project Driveways) can be either reduced significantly or removed in their entirety. As such, the minimum minor street (project driveways) volume necessary to warrant a traffic signal for any of the warrants provided by Caltrans is not met at either intersection. Therefore, a traffic signal should not be installed at either location.

Environmental Evaluation

Would the project:

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

Less than significant impact. As detailed in the TIA and summarized above, the project is not anticipated to result in a significant impact on the study area intersections under existing and future traffic conditions based on the City of Costa Mesa's Significance Criteria. As such, the project would comply with the City's standards. The project would not conflict with any applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Thus, the project would result in less than significant impacts on traffic/circulation and the surrounding roadway network. No mitigation is required. Please refer to the discussion in Impact 16f) for a discussion of pedestrian and bicycle paths, and mass transit.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No impact. The purpose of the Congestion Management Program (CMP) is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the County, consistent with that of the Southern California Association of Governments (SCAG). The CMP requires review of substantial individual projects, which might on their own impact the CMP transportation system. Specifically, the CMP TIA measures impacts of a project on the CMP Highway System (CMPHS).

Development projects that generate more than 2,400 daily trips are subject to a TIA for CMP evaluation. Since the proposed development is projected to generate a total (existing and proposed) of approximately 6,569 daily vehicle trips, 550 of which will occur during the morning peak hour and 640 of which will occur during the evening peak hour, a TIA was prepared for the project by Kunzman Associates, Inc. in October 2017 and is included as Appendix F of this report.

The Orange County CMP was adopted in November 2015. There is currently a Draft 2017 Orange County CMP that has not yet been adopted. In 1991, the Orange County Transportation Authority (OCTA) implemented an ICU monitoring method, developed with technical staff members from local and State agencies, for measuring the LOS at CMPHS intersections. CMP statute requires that CMPHS intersections maintain a LOS grade of E or better unless the baseline is lower than E, in which case, the ICU rating cannot increase by more than 0.10.

As identified in the 2015 Orange County CMP, the following three intersections are the only CMP facilities located in the City of Costa Mesa included in the CMPHS:

1. Harbor Boulevard and Adams Avenue
2. I-405 Southbound Ramps and Harbor Boulevard
3. I-405 Northbound Ramps and Harbor Boulevard

As none of the above intersections are study area intersections, the project is anticipated to contribute less than 50 peak-hour trips to these CMP locations. Furthermore, as detailed in the above analysis, all study area intersections are anticipated to operate at LOS D or better with the implementation of the proposed project. As such, the project would not have any impact on the applicable CMP.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No impact. The project site is located 5.5 miles north of John Wayne Airport and is not within any Airport Impact Zone or Airport Safety Zone. Because of the nature and scope of the proposed development, project implementation would not result in a change in air traffic patterns.

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

Less than significant impact with mitigation incorporated. Access to the project will be provided via the following six existing intersections:

1. Vanguard Way at Morristown Lane—cross-street stop controlled intersection
2. Civic Center at Fair Drive—signalized intersection
3. Project Access at Fair Drive—cross-street stop controlled intersection
4. Newport Boulevard South at Project North Driveway—cross-street stop controlled intersection
5. Newport Boulevard South at Project Central Driveway—cross-street stop controlled, exit only access driveway
6. Newport Boulevard South at Project South Driveway—entrance only access driveway

Implementation of Mitigation Measures TRANS-1 through TRANS-7 would ensure the project would not increase hazards due to design features and impacts would be less than significant.

e) Result in inadequate emergency access?

Less than significant impact. Emergency access to the project site would continue to be provided via the above existing six project driveways and drive aisles. The project does not propose to alter or impede on existing emergency access. As such, impacts to emergency access would be less than significant.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less than significant impact. OCTA currently provides transit service to the City of Costa Mesa, including the project site. Transit service is currently provided along Fair Drive by Route 178, and along Newport Boulevard South by Route 71. Fair Drive is a Community Bus Route Type and Newport Boulevard South is a Local Bus Route Type. Bus stops are currently located along Fair Drive and Newport Boulevard South.

Fair Drive is an existing Class I and Class II facility with Newport Boulevard South north of Fair Drive also being a Class I facility. A Class IV Bicycle Facility is proposed on Vanguard Way in the City's General Plan Conceptual Bicycle Master Plan.

Currently, pedestrian facilities are provided via sidewalks and crosswalks in the project vicinity. There are sidewalks along Newport Boulevard South, Vanguard Way, and Fair Drive. Crosswalks on all four legs are provided at the intersection of Vanguard Way and Fair Drive. Crosswalks are provided on the north, south, and west leg of Civic Center and Fair Drive. Crosswalks are provided on the south and west legs of the intersection of Newport Boulevard South and Fair Drive. Crosswalks are provided on the north and west leg of Newport Boulevard South and Vanguard Way. On-site pedestrian/bicycle access is provided at the core of the project site with access to parking lots, athletic facilities, classrooms, etc. located around the periphery.

Although project construction may temporarily disrupt pedestrian facilities, the implementation of the proposed project would not permanently alter bus routes, bike lanes, or pedestrian facilities. As such, impacts would be less than significant.

Mitigation Measures

MM TRANS-1 During the construction of the residential dorms, the project developer shall construct Vanguard Way from Morristown Lane to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary, to the satisfaction of the Department of Public Works.

MM TRANS-2 During the construction in the area along Fair Drive, the project developer shall construct Fair Drive from Civic Center to Newport Boulevard South at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary, to the satisfaction of the Department of Public Works.

MM TRANS-3 During the construction of the area along Newport Boulevard, the project developer shall construct Newport Boulevard South from Fair Drive to the south project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary, to the satisfaction of the Department of Public Works.

MM TRANS-4 Sufficient on-site parking shall be provided to meet City of Costa Mesa parking code requirements.

MM TRANS-5 On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project. Circulation within the project site should allow relatively free flow of vehicular traffic volumes with no constrictions.

MM TRANS-6 Sight distance at project accesses shall comply with standard California Department of Transportation and City of Costa Mesa sight distance standards. The final grading,

landscaping, and street improvement plans shall demonstrate that sight distance standards are met. Such plans must be reviewed by the City and approved as consistent with this measure prior to issue of grading permits.

MM TRANS-7 As is the case for any roadway design, the City of Costa Mesa should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
17. Utilities and Service Systems *Would the project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☒	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Environmental Evaluation

Water

The project site is located within the Mesa Consolidated Water District (Mesa Water) service area and specifically within its Division Area 2. Mesa Water provides water service to more than 108,000 residents in an 18-square-mile area including the City of Costa Mesa, parts of Newport Beach, and parts of unincorporated Orange County. The project site would be served by existing public utilities (pipes).

In compliance with legislative requirements, Mesa Water has prepared its 2015 UWMP. The UWMP provides information on the present and future water resources and demands, and assesses Mesa Water's water resource needs.

Water Supplies and Demand

According to the UWMP, Mesa Water's main sources of water supply are groundwater pumped from seven active wells within the Orange County Basin and imported water from Metropolitan Water District of Southern California through Municipal Water District of Orange County (MWDOC).

Water Treatment

Mesa Water currently owns and operates the Mesa Water Reliability Facility (MWRF) with a capacity of 8.6 million gallons per day (mgd) that removes color from the water using nanofiltration membrane treatment. According to the UWMP, Mesa Water's main sources of water supply are groundwater pumped from seven active wells within the Orange County Basin and imported water from MWDOC through Municipal Water District of Orange County. Six wells pump "clear" groundwater directly into the distribution system, following disinfection with chloramines. The two wells that pump colored groundwater are treated first at the MWRF and then pumped into the distribution system. Prior to 2011, the colored water was treated at the CWTF, which has since been replaced by the MWRF. As of January 2013 when the MWRF came online, Mesa Water has not needed to import water in order to meet demand.

Water Conveyance

The project would result in an increase in water demand. However, the Mesa Water District has the capacity to meet these demands, and the project would be served by existing infrastructure. The project would connect to existing water conveyance facilities.

Environmental Evaluation

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than significant impact with mitigation incorporated. The RWQCB, Santa Ana Region issued an NPDES permit, which includes the City as a Permittee. That NPDES permit implements federal and state law governing point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffuse runoff of water from adjacent land uses) to surface waters of the United States.

Implementation of the project would result in an increase in wastewater generation, and related treatment demand. Wastewater from the project would mainly consist of effluent typical of education institutions. Small quantities of hazardous household materials such as cleaning solvents may be present, but not in quantities sufficient to exceed treatment requirements. However, the current capacity of local sewers is unknown and additional study is required, pursuant to Costa Mesa Sanitary District requirements.

To determine the available sewer capacity for the proposed project, a sewer flow study of the sewer line on Fair Drive is required. Flow studies typically consist of checking the master planned flows versus existing capacity along with installing flow meters in the pipe to check the level of existing

flows. Once the flow study is completed by the applicant, the District will determine if additional sewer capacity is necessary for the proposed project. In the event where additional capacity of the sewer is required, the Applicant shall pay a proportional fair share cost as determined by the Costa Mesa Sanitary District (Mitigation Measure UTL-1).

Additionally, the project would be required to comply with all applicable regulations and standards, including the RWQCB standards. The project is also subject to Standard Conditions SC 4.17-1 to 4.17-4. Therefore, impacts would be less than significant.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than significant impact.

Wastewater

The project site is located within the Costa Mesa Sanitary District (Sanitary District) service area. The Sanitary District boundaries include all of the City of Costa Mesa and portions of the City of Newport Beach and unincorporated County of Orange and currently provides sanitary sewer service to the project site. The Sanitary District provides collection and transmission while the Orange County Sanitation District provides treatment, recycling, and disposal.

Wastewater Generation

The increase in wastewater generation would result in an incremental increase in the demand for wastewater conveyance and treatment facilities. The project will be consistent with the City of Costa Mesa General Plan, which forms the basis for issuance of the County Sanitation's NPDES wastewater discharge permits.

Wastewater Conveyance

The Sanitary District's facilities include 216 miles of mainline, 114 miles of private property sewer lateral pipelines, and 20 pumping stations. As concluded above, the project would increase the demand for wastewater generation. The Sanitary District would issue a Sewer Service Confirmation Letter indicating that it will provide sanitary sewer service to the project. Service to the project would be conditioned upon approval of sewer infrastructure construction plans by the Sanitary District's Engineers, processing of easements (if necessary), and payment of all applicable fees, pursuant to Standard Conditions SC 4.17-1 through 4.17-4. Therefore, the project would not require the construction of new wastewater conveyance facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and a less than significant impact would occur.

Wastewater Treatment

Wastewater collected by the Sanitary District is sent to the County Sanitation Districts of Orange County (County Sanitation) plants for treatment and disposal. County Sanitation is responsible for collecting, treating, and disposing of the wastewater generated within its 572-square-mile service area. These facilities also include two treatment/reclamation plants and 15 off-site pump stations in order to serve more than 2.5 million residents within the service area. Wastewater is treated at

County Sanitation's treatment plants in Fountain Valley and Huntington Beach. According to County Sanitation's treatment plant operational data, the combined effluent treated at both plants (2004–2005) totaled approximately 210 million gallons of wastewater daily (average). County Sanitation operates under an NPDES ocean discharge permit issued by the California Regional Water Quality Control Board.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than significant impact. The project would not include the development of on-site drainage facilities and would not include the construction of off-site drainage facilities. The proposed project is located in a presently urbanized area where existing water draining facilities exist. Therefore, impacts associated with the construction or expansion of stormwater drainage facilities would be less than significant.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less than significant impact. As discussed, the project represents an increase in water demand, since the project involves the construction of a Student Housing facility that would accommodate 300 students. Implementation of the project would result in a water demand of approximately 53,700 gallons per day based on an increase of student housing to accommodate up to 300 students.[7] However, the Mesa Water District facility has sufficient capacity available to accommodate the project. Mesa Water has concluded it is capable of meeting the water demands of its customers in normal, single dry, and multiple dry years between 2015 and 2035. Additionally, the Applicant will be required to obtain a Will-Serve Letter from the Mesa Water District to confirm its ability to accommodate the additional water demand associated with the proposed project. Additionally, the project would utilize water efficient fixtures, toilets, and irrigation as well as drought-tolerant landscaping, thereby reducing impacts.

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

Less than significant impact. The Mesa Water District has the capacity to treat 8.6 mgd of water. The project would not result in demand for wastewater treatment over and above the capacity of facilities serving the project. Impacts would be less than significant.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than significant impact. The project site would continue to be served by the following solid waste facilities and landfills that currently serve the City:

[7] (179 X 29=5,191) Mesa Consolidated Water District. 2010 Urban Water Management Plan (page 2-10).

- Frank R. Bowerman Sanitary Landfill: Permitted for 11,500 tons per day (tpd) maximum with an 8,500 tpd annual average. The landfill has enough projected capacity to serve residents and businesses until approximately 2053.
- Olinda Alpha Sanitary Landfill: Permitted to receive a daily maximum of no more than 8,000 tpd. Olinda Landfill is approximately 565 acres with about 420 acres permitted for refuse disposal. The proposed end use after landfill closure is a county regional park.
- Prima Deshecha Sanitary Landfill: The site averages approximately 1,400 tons per day, with a daily maximum permitted tonnage of 4,000. The Prima Deshecha site has a projected capacity to serve residents and businesses until approximately 2067.

Additionally, the project would be subject to compliance with Standard Conditions SC 4.16-5, and SC 4.16-6, which would ensure that impacts are less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less than significant impact. In 1989, the Legislature adopted the California Integrated Waste Management Act of 1989 (AB 939), in order to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." AB 939 established a waste management hierarchy: Source Reduction; Recycling; Composting; Transformation; and Disposal. The law also required that each county prepare a new Integrated Waste Management Plan and each city prepare a Source Reduction and Recycling Element (SRRE) by July 1, 1991. The SRRE is required to identify how each jurisdiction will meet the mandatory state waste diversion goal of 50 percent by the year 2000. The Act mandated that California's 450 jurisdictions (cities, counties, and regional waste management compacts), implement waste management programs aimed at a 25 percent diversion rate by 1995 and a 50 percent diversion rate by 2000. If the 50 percent goal was not met by the end of 2000, the jurisdiction was required to submit a petition for a goal extension to Cal Recycle.

SB 2202 made a number of changes to the municipal solid waste diversion requirements under the Integrated Waste Management Act. These changes included a revision to the statutory requirement for 50 percent diversion of solid waste to clarify that local governments shall continue to divert 50 percent of all solid waste on and after January 1, 2000.

SB 1016 introduced a per capita disposal measurement system that measures the 50 percent diversion requirement using a disposal measurement equivalent.

The per capita disposal rate is a jurisdiction-specific index, which is used as one of several "factors" in determining a jurisdiction's compliance with the intent of AB 939, and allows CalRecycle and jurisdictions to set their primary focus on successful implementation of diversion programs. Meeting the disposal rate targets is not necessarily an indication of compliance. CalRecycle reports that Costa Mesa's Disposal Rate Targets for Reporting Year 2012 were 8.5 pounds per day per resident and 11.3 pounds per day per employee.

Participation in the City's recycling programs during project construction and operation, including CalRecycle's requirements, would ensure that the project would not conflict with federal, state, and

local statutes and regulations related to solid waste. Furthermore, the project would meet or exceed standards set forth in CALGreen as well as Title 24, and a less than significant impact would occur.

Standard Conditions

SC 4.17-1 County Sanitation District fees, fixtures fees, inspection fees, and sewer permit are required prior to installation of sewer.

SC 4.17-2 Applicant shall submit a plan showing sewer improvements that meets the District Engineer's approval to the Building Division as part of the plans submitted for plan check.

SC 4.17-3 Applicant will be required to coordinate with the Costa Mesa Sanitary District to comply with all recommended studies and improvements, prior to issuance of a building permit.

SC 4.17-4 Applicant shall contact Costa Mesa Sanitary District for any additional district requirements.

SC 4.17-5 Unless an offsite trash hauler is being used. The applicant shall contact the Costa Mesa Sanitary District to pay trash collection program fees and arrange for service for all new residences. Residences using bin or dumpster services are exempt from the requirement.

SC 4.17-6 The applicant shall contact Costa Mesa Sanitary District for any additional district requirements.

Mitigation Measures

MM UTL-1 To determine the available sewer capacity for the proposed project, a sewer flow study of the sewer line on Fair Drive is required. Flow studies typically consist of checking the master planned flows versus existing capacity along with installing flow meters in the pipe to check the level of existing flows. Once the flow study is completed by the applicant, the District shall determine if additional sewer capacity is necessary for the proposed project. In the event where additional capacity of the sewer is required, the Applicant shall pay a proportional fair-share cost as determined by the Costa Mesa Sanitary District.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
18. Mandatory Findings of Significance				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Environmental Evaluation

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less than significant impact with mitigation incorporated. As described in the analysis section, above, implementation of the proposed project would not degrade the quality of the environment; substantially reduce the habitats of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animals; or eliminate important examples of major periods of California history or prehistory with the incorporation of the identified mitigation measures.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than significant impact with mitigation incorporated. The proposed project would result in potentially significant project-specific impacts to biological resources and cultural resources, and could result in hazards, noise and traffic impacts. However, all mitigation measures have been identified that would reduce these impacts to less than significant levels. Furthermore, the Air Quality and Transportation/Traffic analyses presented in Section 3.3 and Section 3.16, respectively, of this document considered cumulative impacts and determined that cumulative air quality and traffic impacts would less than significant. No additional mitigation measures would be required to reduce cumulative impacts to less than significant levels.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than significant impact with mitigation incorporated. As described in the analysis section, above, the proposed project would involve the removal and/or reconstruction of buildings on the Vanguard University campus. Implementation would not displace or otherwise significantly impact existing residences. Other impact areas with the potential to adversely affect humans (air quality, noise, vibration) have been analyzed herein. All identified impacts are less than significant or would be reduced to less than significant levels with mitigation; therefore, the project would not cause substantial adverse effects on human beings.

Mitigation Measures

None.

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SECTION 4: REFERENCES

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FIRSTCARBON SOLUTIONS℠

Cover Letter

April 25, 2018

Mel Lee, Senior Planner
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92628

Subject: Response to Comments—Vanguard University Campus Master Plan Project

Dear Mr. Lee:

FirstCarbon Solutions is pleased to submit this Response to Comments letter for the proposed Vanguard University Campus Master Plan development (project) in the City of Costa Mesa.

To date, the following two letters have been received with regard to the proposed project:

- **Letter #1:** Letter from California Cultural Resource Preservation Alliance, Inc., dated February 26, 2018
- **Letter #2:** Letter from Department of Toxic Substances Control, dated April 5, 2018
- **Letter #3:** Letter from the California Department of Transportation, District 12, dated April 16, 2018

Although the public review period for the Vanguard University Campus Master Plan Project Initial Study/Mitigated Negative Declaration (IS/MND) began on March 19, 2018, the correspondence received from the California Cultural Resource Preservation Alliance, Inc. is addressed herein.

Although a lead agency is not required to provide written responses to comments on negative declarations or mitigated negative declarations under the California Environmental Quality Act (CEQA), the City of Costa Mesa has evaluated the comments received on the Vanguard University Campus Master Plan IS/MND, and has elected to provide responses to comments, as well as refinements to the draft IS/MND.

This letter includes a list of the comments and responses to comments on the Draft IS/MND, and any refinements and clarifications to the IS/MND have also been included. Copies of all letters received regarding the IS/MND are included in Attachment A.

Should you have any questions, please do not hesitate to contact us.

Sincerely,

Cecilia So, Project Manager
FirstCarbon Solutions
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Enc: Attachment A: Comment Letters

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GLOBAL CHANGES

The following changes are recommended to be included on Page 4, Section 1.5—Project Description in the IS/MND.

> According to the Vanguard University Campus Master Plan Executive Summary, the proposed Master Plan includes 12 separate projects that involve the removal and/or reconstruction of buildings on campus. It is anticipated that the Master Plan will accommodate up to 2,700 enrolled students (2,098 students are currently enrolled). The Master Plan is intended to establish and document for approval by the City of Costa Mesa, Development Areas and Development Guidelines for future buildings and related site improvements within a Master Plan framework. It is intended that the Development Areas and Development Guidelines remain fixed while allowing for the future development of buildings of various types, size and heights within these Areas, consistent with the Guidelines. The intent of the Master Plan is to enhance on campus pedestrian safety by removing internalized vehicular circulation and parking.

The following changes are recommended to be included on Page 109, Section 3.16—Transportation/ Traffic, Environmental Setting in the IS/MND.

> **Parking**
>
> Vanguard University has the goal to reach a total enrollment of 2,700 Students. It should be noted that this target is unduplicated head count, which is typically higher than full time equivalent students (FTE). This goal represents the total student population inclusive of Online, Residential, and Commuter Students and includes all Traditional Undergraduate, Graduate, and Professional Studies Students. As it pertains to parking, the Willdan Study, completed in May 2013, at the time of the Scott Building Renovation approval, indicated a need, based on other similar institutions, of 1 parking stall per 2 Full Time Equivalent Students. As noted above the FTE numbers are historically lower than unduplicated head count. For example, Vanguard University's Fall 2017 data reflects an Unduplicated Headcount of 2,098 students and an FTE of only 1929. Assuming the same ratio of FTE to Unduplicated Head Count (approximately 92%) into the future, a total enrollment of 2,700 students would yield approximately 2,484 FTE and require approximately 1,242 parking stalls. The master plan provides 1,286 parking stalls and is intended support a total enrollment of 2,700 students. It should also be noted that parking demand is generally driven/most impacted by traditional undergraduate students while much of Vanguard University's anticipated growth is in Professional Studies (evening) and online students leading to greater diversity in parking demand over the course of a typical day. The online program is a newer initiative and is expected to expand significantly, thereby increasing total enrollment with minimal on-campus impacts.

RESPONSE TO COMMENTS

The comment letters are included in Attachment A of this memo and are included below. A list of public agencies, organizations, and individuals who commented on the Draft IS/MND is presented below. Each comment has been assigned a code. Individual comments within each communication have been numbered so comments can be cross-referenced with responses. Following this list, the text of the communication is reprinted and followed by the corresponding response.

Author	Code
California Cultural Resource Preservation Alliance, Inc.	CCRPA
Department of Toxic Substances Control	DTSC
California Department of Transportation, District 12	DOT

Letter from California Cultural Resource Preservation Alliance, Inc., dated February 26, 2018

Comment CCRPA-1

The California Cultural Resources Preservation Alliance, Inc. would like to receive the Initial Study/Mitigated Negative Declaration when it is completed. Although the potential for impacts to buried archaeological resources is probably low, if the existing buildings and parking lots were constructed prior to the passage of CEQA in 1970 and the requirement for an archaeological survey, there is the possibility for the presence of buried cultural resources. This area is culturally sensitive because of the of the proximity to significant archaeological resources at Fairview Park.

Response to CCRPA-1

Comment noted. A Phase I Cultural Resources Assessment was prepared for the project by FCS, dated December 4, 2017 and included as Appendix B of the IS/MND. Nonetheless, a link to the City's website which includes a copy of the IS/MND has been provided to California Cultural Resources Preservation Alliance, Inc.

Letter from Department of Toxic Substances Control, dated April 5, 2018

Comment DTSC-1

The ND should identify and determine whether current or historic uses at the project site may have resulted in any release of hazardous wastes/substances. If there are any recognized environmental conditions in the project area, then proper investigation, sampling and remedial actions overseen by the appropriate regulatory agencies should be conducted prior to the new development or any construction.

Response to DTSC-1

A Phase I Environmental Site Assessment (ESA) was prepared for the project by FirstCarbon Solutions (FCS) dated November 30, 2017 and was included as Appendix C of the IS/MND. As stated in the Phase I ESA, there is no evidence of recognized environmental conditions in connection with the subject property.

Comment DTSC-2

If the project plans include discharging wastewater to a storm drain, you may be required to obtain an NPDES permit from the overseeing Regional Water Quality Control Board (RWCQB).

Response to DTSC-2

Comment noted. As stated in the IS/MND, Standard Condition (SC) 4.6-4 requires the project comply with NPDES requirements. Furthermore, the SARWQCB issued an NPDES permit, which includes the City as a Permittee. The NPDES permit implements federal and state law governing point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffuse runoff of water from adjacent land uses) to surface waters of the United States.

The project is also subject to comply with on-site sewer cleaning requirements. Regular cleaning is a requirement under the State of California, State Water Resources Control Board Order No. 2006-0003, and Statewide General Waste Discharge Requirements (WDR) for Wastewater Collection Agencies, adopted on May 2, 2006.

Wastewater from the project would mainly consist of effluent typical of public institutional uses. The project would contain small quantities of household hazardous materials such as cleaning solvents, but these quantities would not be sufficient to exceed treatment requirements. Additionally, the project would be required to comply with all applicable regulations and standards, including the NPDES permit requirements and RWQCB standards.

Comment DTSC-3

If the site was used for agricultural or related activities, residual pesticides may be present in on-site soil. DTSC recommends investigation and mitigation, as necessary, to address potential impact to human health and environment from residual pesticides.

Response to DTSC-3

Comment noted. According to the Phase I ESA prepared for the project by FCS dated November 30, 2017 (included within IS/MND Appendix C), the project site was not used for agricultural purposes. Furthermore, no pesticides or herbicides were observed being stored or used within the property at the time of the site reconnaissance.

Comment DTSC-4

DTSC recommends evaluation, proper investigation and mitigation, if necessary, on on-site area with current or historic PCB-containing transformers.

Response to DTSC-4

As stated in the Phase I ESA prepared for the project by FCS dated November 30, 2017 (included within IS/MND Appendix C), no leaking or stained equipment that would have the potential to contain PCBs (e.g., transformers, capacitors, light ballasts, hydraulic equipment) was observed on or adjacent to the property during the site reconnaissance.

Comment DTSC-5

The ND states, "The project site is located at 55 Fair Drive, in the City of Costa Mesa, Orange County, California (Exhibit 1)." Aerially deposited lead (ADL) is generally encountered in unpaved or formerly unpaved areas adjoining older roads, primarily as a result of deposition from historical vehicle emissions when gasoline contained lead. As the project site is located adjacent to 55 Freeway, this issue should be addressed in accordance with all applicable and relevant laws and regulations.

Response to DTSC-5

Comment noted. Based on the findings and conclusions of the Phase I ESA prepared for the project and the existing and intended commercial/institutional uses for the site, the distance from the site from the 55 Freeway, and the intervening roadway, no further assessment of this issue is warranted.

Comment DTSC-6

Appendix C, Phase I Environmental Assessment submitted along with the ND states, "The property is depicted as vacant land. A railroad line trending northeast-southwest is depicted along present-day Costa Mesa Highway." Railroad easements and rail yards are commonly impacted due to spillage of chemicals, fuels, and lubricants, and use of pesticides and herbicides along the tracks for weed control. DTSC recommends assessment/investigation and/or cleanup as necessary to confirm that no residual contamination associated with rail operation is present on-site.

Response to DTSC-6

This description in the Phase I ESA of the railroad line was referring to historical conditions from 1896 to approximately 1935. Since that time, the site has been developed with present-day uses. Based on the developed nature of the site and the amount of time since any historic railroad uses occurred, there would be no impacts from historic use of substances associated with railroad operations. In addition, no improper chemical storage or usage, surface staining or leakage or distressed vegetation was observed during the site reconnaissance. Based on the findings and conclusions of the Phase I ESA prepared for the project, no further assessment of this issue is warranted.

Comment DTSC-7

If soil contamination is suspected or observed in the project area, then excavated soil should be sampled prior to export/disposal. If the soil is contaminated, it should be disposed of properly in accordance with all applicable and relevant laws and regulations. If the project proposes to import soil to backfill the excavated areas, proper evaluation and/or sampling should be conducted to make sure that the imported soil is free of contamination.

Response to DTSC-7

Comment noted. Please refer to Response to DTSC-6. No evidence of soil contamination was observed during the site reconnaissance. Based on the findings and conclusions of the Phase I ESA prepared for the project, no further assessment of this issue is warranted.

Comment DTSC-8

If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the ND should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.

Response to DTSC-8

Comment noted. As stated in the Hazards section of the IS/MND, the project would be required to comply with Standard Condition 4.8-5 regarding potential discovery of soil contamination.

Letter from Department of Transportation District 12 Dated December 12, 2017

Comment DOT-1

The submitted Traffic Impact Analysis (TIA) does not include a discussion or analysis of impacts on Caltrans right of way, nor does it include any proposed mitigation measures to lessen impacts on (SR) 55 and/or (I-) (405). Please submit a TIA to include the aforementioned analysis using the latest version of Highway Capacity Manual (HCM) and Highway Capacity software (HCS) when analyzing traffic impacts on State Transportation facilities including ramps and intersections. All intersection capacity analysis for intersections within Caltrans right of way should be conducted by the HCM Methodology as depicted on the Caltrans "Guide for the Preparation of Traffic Impact Studies."

Response to DOT-1

The project site is located south of Fair Drive between Vanguard Way and Newport Boulevard South in the City of Costa Mesa. The project site is currently in operation. The proposed development consists of a redevelopment of the existing university campus as a part of a master plan for the benefit of their students and surround community.

As shown in Table 2 of the Traffic Impact Analysis, Vanguard University is proposing the addition of 504 full-time equivalent students. It is important to note that the Traffic Impact Analysis was conducted as a "worse case" analysis and assumed that all of the additional students would be arriving to and departing from the project site during the peak hours. In reality, approximately 300 full-time equivalent students will be living on-site in student housing. Therefore, approximately 60% of the project trips won't be off-site trips and the proposed trip generation is "worse case" because it did not take a credit for the proposed students living on-site. As shown in Table 2, the 504 full-time equivalent students calculates to a projected trip generation of 114 more trips during the morning peak hour and 133 more trips during the evening peak hour.

However, the 204 full-time equivalent students (subtracting the 300 full-time equivalent students housed on-site) has a projected trip generation of 47 more trips during the morning peak hour and 53 more trips during the evening peak hour. Thus, the Traffic Impact Analysis was prepared to be "conservative" and overestimates the actual trip generation projected to occur.

Therefore, the proposed development is not projected to add 50 or more peak hour project trips to any off-site intersection, including the SR-55 Freeway or other California Department of Transportation Facility, based upon the California Department of Transportation Guide for the Preparation of Traffic Impact Studies (December 2002).

Comment DOT-2

The TIA needs to address any potential impacts as a result of this project on (I-) 405 connectors from northbound (SR) 55 on ramp. Specifically, impacts on the two left-turn lanes storage from eastbound Fair Drive to North (SR) 55 and future operation of the signalized intersection of northbound (SR) 55/northbound Newport Boulevard and Fair Drive/Del Mar Avenue.

Response to DOT-2

Please see Response to DOT-1.

Comment DOT-3

Section I. Finding, B. Traffic Impact, Point 7, Page 3, states:

> The unsignalized study intersections are projected to operate at acceptable Level of Service during the peak hours using the Intersection Delay Method, except for the intersections of Newport Boulevard South at Project North Driveway and Newport Boulevard South at Project Central Driveway which are projected to operate at unacceptable Levels of Service during the evening peak hour. However, these unsignalized study intersections are projected to operate at acceptable Levels of Service during the peak hours Opening Year (2020) With Project traffic conditions using the Intersection Capacity Utilization methodology.

The future unacceptable level of service will directly impact the right/through lane from eastbound Fair Drive to southbound (SR) 55 on-ramp/southbound Newport Boulevard by delaying the movement and increasing lane queueing. The TIA needs to analyze the potential impacts and propose mitigation measures for the intersection of Fair Drive and (SR) 55 on-ramp/southbound Newport Boulevard and submit to Caltrans for review and comment. The TIA needs to include a discussion and address the fairshare contribution of the project impacts to improve this right/through lane operation.

Response to DOT-3

As shown on Figure 2 (Site Plan) of the Traffic Impact Analysis, no new driveways are proposed on Newport Boulevard South. The three existing Vanguard University driveways will remain at their existing locations.

Currently, Newport Boulevard South only allows vehicles to travel one-way (southbound) adjacent to the project site. The closest existing project driveway is located approximately 500 feet south of Fair Drive and will continue to be restricted to right turns in/out only. With no conflicting westbound/northbound turning movements, southbound through movements experience no delay and southbound right turn movements will continue to use only the 3rd southbound through lane to make the right turning movements into the existing project driveway. The only delay experienced at the driveway is for eastbound right turning movements leaving the project site. However, these vehicles will continue to queue internally to the project site and do not cause queuing issues on Newport Boulevard South. Therefore, the existing project driveways including their levels of service, delay, volume-to-capacity ratios, distances to the intersection, design, and functionality are not projected to cause direct impacts to the delay and do not increase lane queuing at the Newport Boulevard South/Fair Drive intersection.

Comment DOT-4

Please provide Lane Capacity number used in the HCM analysis for all driveways exiting the campus.

Response to DOT-4

The study intersections were analyzed in conformance with the standards and guidelines as set forth by the County of Orange Congestion Management Program and City of Costa Mesa. As such, a saturation flow rate of 1,900 vehicles per hour was utilized for the intersection delay methodology and 1,600 vehicles per hour was utilized for the Intersection Capacity Utilization methodology.

Comment DOT-5

Due to the nature of the land use (College campus) and the close proximity of the site to the (SR) 55 ramps, any increase in pedestrian presence on State facilities needs to be addressed in the TIA.

Response to DOT-5

The intersections adjacent to the project site (Vanguard Way/Fair Drive, Newport Boulevard South/Fair Drive, and Newport Boulevard/Vanguard Way and Santa Isabel Avenue) are all signalized intersections

with crosswalks. As shown on Figure 13 of the Traffic Impact Analysis, sidewalks are currently provided along the entire project boundary (Vanguard Way, Fair Drive, and Newport Boulevard South) as well as on the overpasses for the SR-55 Freeway on Fair Drive and Vanguard Way/Santa Isabel Avenue. Therefore, existing infrastructure is expected to continue to accommodate all existing and future pedestrians in the study area.

Comment DOT-6

Lane Closures during the time period of Orange County Fair events should not be allowed.

Response to DOT-6

Comment noted.

Comment DOT-7

Traffic Operations-Northwest concurs with recommendation of Kunzman Associates, Inc. that the installation of traffic signals at intersections of Newport Boulevard South at Project North Driveway or Newport Boulevard South at Project Central Driveway are not recommended.

Response to DOT-7

Comment noted.

Comment DOT-8

Any project work proposed in the vicinity of the State right of way would require an encroachment permit and all environmental concerns must be adequately addressed. If the environmental documentation for the project does not meet Caltrans's requirements, additional documentation would be required before approval of the encroachment permit. Please coordinate with Caltrans to meet requirements for any work within or near State right of way. All entities other than the Caltrans working within State right of way must obtain an Encroachment Permit prior to commencement of work. A fee may apply. If the cost of work within the State right of way is below one Million Dollars, the Encroachment Permit process will be handled by our Permits Branch; otherwise the permit should be authorized through the Caltrans's Project Development. Allow 2 to 4 weeks for a complete submittal to be reviewed and for a permit to be issued. When applying for Encroachment Permit, please incorporate Environmental Documentation, SWPPP/WPCP, Hydraulic Calculations, Traffic Control Plans, Geotechnical Analysis, R/W certification and all relevant design details including design exception approvals. For specific details for Encroachment Permits procedure, please refer to Caltrans's Encroachment Permits Manual. The latest edition of the Manual is available on the web site: http://www.dot.ca.gov/hq/traffops/developserv/permits/.

Response to DOT-8

Comment noted.

Appendix A:
Comment Letters

California Cultural Resource Preservation Alliance, Inc.
An alliance of American Indian and scientific communities working for the preservation of archaeological sites and other cultural resources.

P.O. Box 54132
Irvine, CA 92619-4132

February 26, 2018

City of Costa Mesa Development Services Department
Attn: Mel Lee, AICP
Senior Planner
77 Fair Drive
Costa Mesa, CA

RE: Vanguard University Master Plan

Dear Mr. Lee:

The California Cultural Resources Preservation Alliance, Inc. would like to receive the Initial Study/Mitigated Negative Declaration when it is completed. Although the potential for impacts to buried archaeological resources is probably low, if the existing buildings and parking lots were constructed prior to the passage of CEQA in 1970 and the requirement for an archaeological survey, there is the possibility for the presence of buried cultural resources. This area is culturally sensitive because of the of the proximity to significant archaeological resources at Fairview Park. 1

Please take this into consideration in your preparation of the Initial Study and Mitigated Negative Declaration. If the project area was not subjected to archaeological investigations prior to the initial development, a qualified archaeologist and culturally related Native American should be present to monitor ground disturbing activities.

Sincerely,

Patricia Martz

Patricia Martz, Ph.D.
President

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

April 18, 2018

Mel Lee
City of Costa Mesa
77 Fair Dr
Costa Mesa, CA 92628-1200

Subject: Vanguard University Campus Master Plan
SCH#: 2018031056

Dear Mel Lee:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 17, 2018, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2018031056
Project Title Vanguard University Campus Master Plan
Lead Agency Costa Mesa, City of

Type MND Mitigated Negative Declaration

Description A Master Plan for the Vanguard University Campus. The MP establishes a comprehensive plan for future development at the University and is intended to supersede previous MP approvals. It is anticipated that the MP will accommodate up to 2,700 enrolled students (2,098 students are currently enrolled) and is comprised of at least 12 separate projects that involve the removal and/or reconstruction of buildings on the campus. The MP establishes development areas and development guidelines for future buildings and related site improvements within a MP framework. It is intended that the development areas and development guidelines remain fixed while allowing for the future development of buildings of various type, size and heights within these areas, consistent with the guidelines.

Lead Agency Contact

Name Mel Lee
Agency City of Costa Mesa
Phone (714) 754-5611 **Fax**
email
Address 77 Fair Dr
City Costa Mesa **State** CA **Zip** 92628-1200

Project Location

County Orange
City Costa Mesa
Region
Lat / Long 33° 39' 42.7" N / 117° 54' 6.09" W
Cross Streets Newport Blvd & Fair Dr
Parcel No. 419-151-13
Township 6S **Range** 10W **Section** 11 **Base** Orange

Proximity to:

Highways SR 55
Airports John Wayne Airport
Railways
Waterways
Schools Costa Mesa HS
Land Use PI

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 12; California Department of Education; Department of General Services; State Water Resources Control Board, Division of Drinking Water; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 03/19/2018 **Start of Review** 03/19/2018 **End of Review** 04/17/2018

Note: Blanks in data fields result from insufficient information provided by lead agency.

Department of Toxic Substances Control

Matthew Rodriquez
Secretary for
Environmental Protection

Barbara A. Lee, Director
5796 Corporate Avenue
Cypress, California 90630

Edmund G. Brown Jr.
Governor

April 5, 2018

Mr. Mel Lee
Senior Planner
City of Costa Mesa
Development Services Department
77 Fair Drive
Costa Mesa, California 92628
mel.lee@costamesaca.gov

INITIAL STUDY AND PROPOSED NEGATIVE DECLARATION (ND) FOR VANGUARD UNIVERSITY CAMPUS MASTER PLAN PROJECT (SCH# 2018031056)

Dear Mr. Lee:

The Department of Toxic Substances Control (DTSC) has reviewed the subject ND. The following project description is stated in the ND: "According to the Vanguard University Campus Master Plan Executive Summary, the proposed Master Plan includes 12 separate projects that involve the removal and/or reconstruction of buildings on campus."

Based on the review of the submitted document DTSC has the following comments:

1. The ND should identify and determine whether current or historic uses at the project site may have resulted in any release of hazardous wastes/substances. If there are any recognized environmental conditions in the project area, then proper investigation, sampling and remedial actions overseen by the appropriate regulatory agencies should be conducted prior to the new development or any construction. 1

2. If the project plans include discharging wastewater to a storm drain, you may be required to obtain an NPDES permit from the overseeing Regional Water Quality Control Board (RWQCB). 2

3. If the site was used for agricultural or related activities, residual pesticides may be present in onsite soil. DTSC recommends investigation and mitigation, as necessary, to address potential impact to human health and environment from residual pesticides. 3

4. DTSC recommends evaluation, proper investigation and mitigation, if necessary, on onsite areas with current or historic PCB-containing transformers. 4

5. The ND states, "The project site is located at 55 Fair Drive, in the City of Costa Mesa, Orange County, California (Exhibit 1)." Aerially deposited lead (ADL) is generally encountered in unpaved or formerly unpaved areas adjoining older roads, primarily as a result of deposition from historical vehicle emissions when gasoline contained lead. As the project site is adjacent to 55 Freeway, this issue should be addressed in accordance with all applicable and relevant laws and regulations. 5

6. Appendix C, Phase I Environmental Assessment submitted along with the ND states, "The property is depicted as vacant land. A railroad line trending northeast-southwest is depicted along present-day Costa Mesa Highway." Railroad easements and rail yards are commonly impacted due to spillage of chemicals, fuels, and lubricants, and use of pesticides and herbicides along the tracks for weed control. DTSC recommends assessment/investigation and/or cleanup as necessary to confirm that no residual contamination associated with rail operation is present onsite. 6

7. If soil contamination is suspected or observed in the project area, then excavated soil should be sampled prior to export/disposal. If the soil is contaminated, it should be disposed of properly in accordance with all applicable and relevant laws and regulations. If the project proposes to import soil to backfill the excavated areas, proper evaluation and/or sampling should be conducted to make sure that the imported soil is free of contamination. 7

8. If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the ND should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight. 8

If you have any questions regarding this letter, please contact me at (714) 484-5380 or by email at Johnson.Abraham@dtsc.ca.gov.

Sincerely,

Johnson P. Abraham
Project Manager
Brownfields Restoration and School Evaluation Branch
Site Mitigation and Restoration Program - Cypress

kl/sh/ja

cc: Governor's Office of Planning and Research (via e-mail)
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
State.clearinghouse@opr.ca.gov

Mr. Dave Kereazis (via e-mail)
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

Mr. Shahir Haddad, Chief (via e-mail)
Schools Evaluation and Brownfields Cleanup
Brownfields and Environmental Restoration Program - Cypress
Shahir.Haddad@dtsc.ca.gov

CEQA# SCH# 2018031056

DEPARTMENT OF TRANSPORTATION
DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
FAX (657) 328-6522
TTY 711
www.dot.ca.gov/d12

Serious Drought. Making Conservation a California Way of Life.

April 16, 2018

Mr. Mel Lee
Senior Planner
Development Services
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626

File: IGR/CEQA
SCH: 2018031056
12-ORA-2018-00838
I-405 PM 3.591
SR 55 PM 3.591

Dear Mr. Lee,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed Vanguard University Campus Master Plan. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The project is a Master Plan for the Vanguard University Campus. The Master Plan establishes a comprehensive plan for future development at the University and is intended to supersede previous Master Plan approvals. It is anticipated that the Master Plan will accommodate up to 2,700 enrolled students (2,098 students are currently enrolled) and is comprised of at least 12 separate projects that involve the removal and/or reconstruction of buildings on the campus. The project is located at 55 Fair Drive and is bounded by Fair Drive, Vanguard Way, and Newport Boulevard in the city of Costa Mesa and is in proximity to State Route (SR) 55 and Interstate (I-) 405.

Caltrans is a responsible agency on this project and has the following comments:

Traffic Operations

1. The submitted Traffic Impact Analysis (TIA) does not include a discussion or analysis of impacts on Caltrans right of way, nor does it include any proposed mitigation measures to lessen impacts on (SR) 55 and/or (I-) (405). Please submit a TIA to include the aforementioned analysis using the latest version of Highway Capacity Manual (HCM) and Highway Capacity software (HCS) when analyzing traffic impacts on State Transportation facilities including ramps and intersections. All intersection capacity analyses for intersections within Caltrans right of way should be conducted by the HCM Methodology as depicted on the Caltrans "Guide for the Preparation of Traffic Impact Studies". 1

2. The TIA needs to address any potential impacts as a result of this project on (I-) 405 connectors from northbound (SR) 55 on-ramp. Specifically, impacts on the two left-turn lanes storage from eastbound Fair Drive to North (SR) 55 and the future operation of the signalized intersection of northbound (SR) 55/northbound Newport Boulevard and Fair Drive/ Del Mar Avenue. 2

3. Section I. Finding, B. Traffic Impact, Point 7, Page 3, states: *"The unsignalized study intersections are projected to operate at acceptable Level of Service during the peak hours using the Intersection Delay Method, except for the intersections of Newport Boulevard South at Project North Driveway and Newport Boulevard South at Project Central Driveway which are projected to operate at unacceptable Levels of Service during the evening peak hour. However, these unsignalized study intersections are projected to operate at acceptable Levels of Service during the peak hours for Opening Year (2020) With Project traffic conditions using the Intersection Capacity Utilization methodology".*
The future unacceptable level of service will directly impact the right/through lane from eastbound Fair Drive to southbound (SR) 55 on-ramp/southbound Newport Boulevard by delaying the movement and increasing lane queueing. The TIA needs to analyze the potential impacts and propose mitigation measures for the intersection of Fair Drive and (SR) 55 on-ramp/southbound Newport Boulevard and submit to Caltrans for review and comment. The TIA needs to include a discussion and address the fairshare contribution of the project impacts to improve this right/through lane operation. 3

4. Please provide Lane Capacity number used in the HCM analysis for all driveways exiting the campus. 4

5. Due to the nature of the land use (College campus) and the close proximity of the site to the (SR) 55 ramps, any increase in pedestrian presence on State facilities needs to be addressed in the TIA. 5

6. Lane closures during the time period of Orange County Fair events should not be allowed. 6

7. Traffic Operations-Northwest concurs with the recommendation of Kunzman Associates, Inc. that the installation of traffic signals at intersections of Newport Boulevard South at project North Driveway or Newport Boulevard South at project Central Driveway are not recommended. 7

8. Any project work proposed in the vicinity of the State right of way would require an encroachment permit and all environmental concerns must be adequately addressed. If the environmental documentation for the project does not meet Caltrans's requirements, 8

additional documentation would be required before approval of the encroachment permit. Please coordinate with Caltrans to meet requirements for any work within or near State right of way. All entities other than the Caltrans working within State right of way must obtain an Encroachment Permit prior to commencement of work. A fee may apply. If the cost of work within the State right of way is below one Million Dollars, the Encroachment Permit process will be handled by our Permits Branch; otherwise the permit should be authorized through the Caltrans's Project Development. Allow 2 to 4 weeks for a complete submittal to be reviewed and for a permit to be issued. When applying for Encroachment Permit, please incorporate Environmental Documentation, SWPPP/ WPCP, Hydraulic Calculations, Traffic Control Plans, Geotechnical Analysis, R/W certification and all relevant design details including design exception approvals. For specific details for Encroachment Permits procedure, please refer to the Caltrans's Encroachment Permits Manual. The latest edition of the Manual is available on the web site: http://www.dot.ca.gov/hq/traffops/developserv/permits/

8
CONT

Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Maryam Molavi at (657) 328-6280 or Maryam.Molavi@dot.ca.gov.

Sincerely,

MARLON REGISFORD
Branch Chief, Regional-IGR-Transit Planning
District 12

PH-2

COLGAN, JULIE

From: Francis, Rick [JWA] <RFrancis@ocair.com>
Sent: Monday, May 14, 2018 11:08 AM
To: LEE, MEL
Cc: COLGAN, JULIE
Subject: Vanguard Master Plan

Good Morning Mel!
My primary concerns, as I indicated in my voicemail to you this morning and as I indicated at the last Planning Commission meeting, has to do with parking. I cannot attend the meeting tonight, so I am submitting these questions via email for the Planning Commission to consider.

- The plans call for a phased demolition of six parking lots (K, L, E, F, G, and H), with the addition of a 400 space parking structure along Newport Blvd. Even if the adequacy of on-site parking is considered at each stage, as indicated on handwritten page 12 of the Staff Report, it seems to me that parking concerns have to be considered well in advance of a new project proposal and there is a strict prohibition of any new project starting without adequate on-site parking in place.
    - How many parking spaces are contained in each lot?
    - With plans already submitted for the Student Center, which requires demolition of Parking Lot L, where will parking for that project be relocated (if it is necessary to do so)?
    - I was informed that it might be a long time before a parking structure is built, if ever, due to a perceived difficulty raising the necessary funds for that project. Is that structure necessary to successfully fulfill the goals of the Master Plan?
    - How can nearby residents be assured that these parking concerns will be considered during the discussion on phasing the projects in?

- The Staff Report indicates (on hand-written page 8), that the parking ratio is based on the number of students who will likely be on campus at peak capacity (2484 students). However, I do not see where consideration was made for the number of staff, faculty, visitors, or vendors who will park on campus. Vanguard should disclose what that number will be at peak capacity.
    - Does the proposed parking ratio already consider the aforementioned groups? If not, what does their inclusion translate to in the number of additional spaces needed?

- The addition of the Maintenance Building will require the addition of a driveway along Vanguard Way. This street is already impacted by maxed out parking during the evening hours. During the OC Fair, parking issues are already exacerbated on Vanguard Way.
    - How many parking spaces will be lost with the addition of this driveway?
    - Is there a way to funnel traffic to the Maintenance Building from the interior of the campus?
    - I was informed in a meeting with Vanguard officials that temporary parking would be constructed where the futsal courts sit currently. Is that a part of the phasing process for parking?

Thanks,

Rick Francis
111 Lexington Ln
Costa Mesa

PA-17-11

To the Costa Mesa City Planning Commission from Jackson Brand:

PH-2

As written in the official Notice Of Intent To Adopt A Mitigated Negative Declaration, Vanguard University's Project C would directly impact the lives of seven families in the Newport Landing Home Owners Association. The surrounding neighborhood including Monticello HOA would also be affected by the general purpose of Vanguard's Project C and the creation of "a new access point to the campus for deliveries" entering "from Vanguard Way directly to the facility."

> Project C: Maintenance & Operations/Warehousing - This project relocates facilities for maintenance and operations to the southwest corner of the University. This will create a new access point to the campus for deliveries. Deliveries will enter from Vanguard Way, directly to the facility. Campus vehicles will distribute materials as needed throughout the campus.

Please notice that the Vanguard University proposal shows the supply buildings and the access road, but the adjacent neighbors are left out of the picture - figuratively and literally. In fact, the front doors of six homes in Newport Landing HOA would open directly to the back of the supply buildings which would obstruct light and view for those homes. The supply buildings would be approximately 15 feet from these front doors and our residences would be adjacent to a small industrial complex complete with a truck route.

The university study shows general impact only as it relates to the property of Vanguard University. Obviously, the planners have done considerable work on this project. However, nowhere in the 618 pages of Appendix C is there any reference to the neighbors of Vanguard U or the impact this plan would have on the lives and property values of the families living in Newport Landing HOA, Monticello HOA and the immediate neighborhood. We were clearly not a factor in the planning. Our first awareness of this plan was the notice.

It would seem that the truck route involved in Vanguard's Master Plan would also impact emergency services such as the police and fire departments.

The effect of Vanguard's Project C will result in the huge depreciation of at least seven of Vanguard's neighbors' home values. That will trigger sudden underwater mortgages destroying what is likely the largest investment of neighboring residents. The noise and exhaust pollution from trucks and equipment within feet of our homes will pose an actual health hazard.

Current residents cannot sell and move because the sellers must disclose the imminent implementation of Project C, and any subsequent appraisal would not be equitable and buyers would be few.

The purpose of the Vanguard University expansion Project C is a matter of logistical convenience for Vanguard supplies. Leasing an area of the Orange County Fairgrounds would accomplish the same objective and provide income for the fairgrounds while avoiding the devastating financial impact on the university's neighbors.

It would be helpful to understand how the staff determines the weight of these two perspectives and how they assess the balance.

Following are illustrations of the actual project that includes neighboring residences

Land Use Compatibility with Residential

The University abuts an existing residential development to the south. In addition to the existing athletic fields, **the proposed protect involves the construction of a new two-story, 20,000-square-foot maintenance and operations/warehousing facility**. Twenty-five new onsite parking spaces are proposed for this facility. Vehicular access to the facility would be from a new drive approach to be constructed on Vanguard Way. The buildings are proposed lo be setback 10 feet from the rear property line, which complies with code. According to the applicant, the primary use will be tor delivery vehicles, storage of vehicles used for groundskeeping equipment and custodial carts, and shop uses inside the buildings.

To minimize noise impacts to the abutting residential uses, roll-up doors would be located on the side of the building facing the campus. **Additionally, noise-generating work is permitted to be conducted outside the building only between the hours of 7:00 AM to 6:00 PM, Monday through Friday** (Condition of Approval Number 9), and vehicle repairs are done oft-site and not at this location. Staff recommends. as a condition of approval, that the elevations for the maintenance building lacing toward residential properties be required to be designed with view obscuring, non-operable windows subject to review by the Development Services Department to minimize impacts to the abutting residential uses (Condition of Approval Number 10).

View of the Southwest corner of Vanguard University as depicted by the University's Master Plan.

Actual view of the Southwest corner of Vanguard University showing residences that would be impacted by Vanguard's Master Plan

Current view of Vanguard Way residences

Vanguard Master Plan

Current street view of Vanguard Way residences

Concept of the street view of Newport Landing after completion of Vanguard University's Master Plan (The "warehouse" shown is not nearly the size of the one described in Vanguard's Land Use statement.)

Again, how does the staff determine the weight of the perspectives of citizens of Costa Mesa vs. Vanguard University, and how do they assess the balance?

Why was the residents' input not solicited?

SECTION 3: ENVIRONMENTAL EVALUATION

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

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

No impact. The existing visual character of the surrounding area is highly urbanized and primarily defined by institutional and residential uses. No unique visual resources exist on the project site or in its surroundings. Project implementation would introduce the construction of new buildings and remodeling of existing buildings on a college campus.

Exhibit 6 illustrates the building elevations and perspectives of the proposed buildings. The buildings have been designed to blend in with the existing structures of the University for a uniform aesthetic. The proposed project is intended to bridge the vision of development for Vanguard University with the City's planning requirements and the larger community in which it resides. The architectural and landscape elements and design would ensure that the development of the proposed project is not detrimental to the surrounding area or uses and therefore would have no impact on the existing visual character or quality of the site and surrounding areas.

Statement to the Costa Mesa Planning Commission – May 14, 2018

We are citizens of Costa Mesa and we are actually fighting for our lives here. Three minutes is not enough to fully present our case. A conversation would be more effective. Instead, I'll have to speed-read a timed statement.

I have prepared a handout for the Commission that includes a statement and graphics. This was prepared before the staff report and the Vanguard University Master Plan was made available, but it is still relatively valid. Has the Commission studied the Master Plan?

I would like the Commission to at least look at Vanguard's Land Use statement on page 2 of the handout and the graphics I have included on pages 3 and 4.

I don't understand why we have been denied a voice in the decision of the staff report, but that is the case. Some residents pressed for and were finally granted a meeting with Vanguard representatives. At that meeting, among other obfuscations, we were told that the "massing" of the maintenance/supply building had not been decided. However, their Land Use statement describes **the construction of a new two-story, 20,000-square-foot maintenance and operations/warehousing facility. Additionally, noise-generating work is permitted to be conducted outside the building only between the hours of 7:00 AM to 6:00 PM, Monday through Friday.** That is unacceptable by any standard.

The building described will be approximately 20 feet from the front doors of seven homes, and the view from these homes will be totally obscured. This nullifies the Environmental Evaluation shown on page 5 of my handout.

The effect of this construction will result in the huge depreciation of at least seven of Vanguard's neighbors' home values. That will trigger sudden underwater mortgages destroying what is likely the largest investment of many of the neighboring residents. The noise and exhaust pollution from trucks and equipment within feet of our homes will pose an actual health hazard.

Current residents cannot sell and move because the sellers must disclose the imminent implementation of this Master Plan, and any subsequent appraisal would be far below our investment price – and buyers would be few to none.

Keep in mind, that for Vanguard, this is a matter of convenience. Also, their student body is transient. I sincerely hope you realize that it's difficult to understand why Vanguard's inconsiderate project takes precedence over the lives and fortunes of Costa Mesa residents.

Finally, I am requesting the members of the Commission, after I leave the podium, to respond with your reactions if the Vanguard project were being constructed within 20 feet of your own front doors. I would also like the Commission to tell us how it intends to respond to the staff's recommendations to adopt the Mitigated Negative Declaration and approve the Master Plan. Also, if the Commission intends to comply with the staff's recommendations, please explain why.