

2019049057

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

**MAJOR MODIFICATION 00696381-PCPM TO
CONDITIONAL USE PERMIT 00561024-PCPM AND SIGN
PROGRAM 00696394-PSS**

**CHAPMAN UNIVERSITY RINKER HEALTH SCIENCE
CAMPUS, PHASE 3
CITY OF IRVINE
ORANGE COUNTY, CALIFORNIA**

Prepared for:

**CITY OF IRVINE
1 Civic Center Plaza
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Irvine, California 92623**

Prepared by:

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APRIL 1, 2019

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ENVIRONMENTAL CHECKLIST**1. Project Title**

Major Modification 00696381-PCPM to Approved Conditional Use Permit 00561024-PCPM and Sign Program 00696394-PSS

2. Lead Agency Name and Address:

City of Irvine, 1 Civic Center Plaza, Irvine, CA 92623

3. Contact Person and Phone Number:

Stephanie Frady, AICP, Senior Planner

Phone: 949-724-6375

Fax: 949-724-6444

4. Project Location:

The project sites are located at 9701 and 9750 Jeronimo Road in Planning Area 35 between Bake Parkway and Alton Parkway, City of Irvine, Orange County, California. Per the Irvine Zoning Ordinance, the project is located in Planning Area 35, Irvine Spectrum 2. The project sites total approximately 11.93 acres, with 9701 Jeronimo Road and 9750 Jeronimo Road comprising approximately 6.63 acres and approximately 5.3 acres of that total, respectively. The 9701 Jeronimo parcel is surrounded by research, biomedical, and light industrial uses. The 9750 Jeronimo parcel is bound by research and industrial uses to the north, west, and east, as well as the Serrano Creek to the south. *Figure 1, Project Regional Vicinity Map*, depicts the location of the project sites in a regional context. *Figure 2, Project Local Context Map*, depicts the location of the project sites in a local context.

5. Project Sponsor's Name and Address:

Chapman University

1 University Drive

Orange, CA 92866

6. General Plan Designation:

Research and Industrial

7. Zoning:

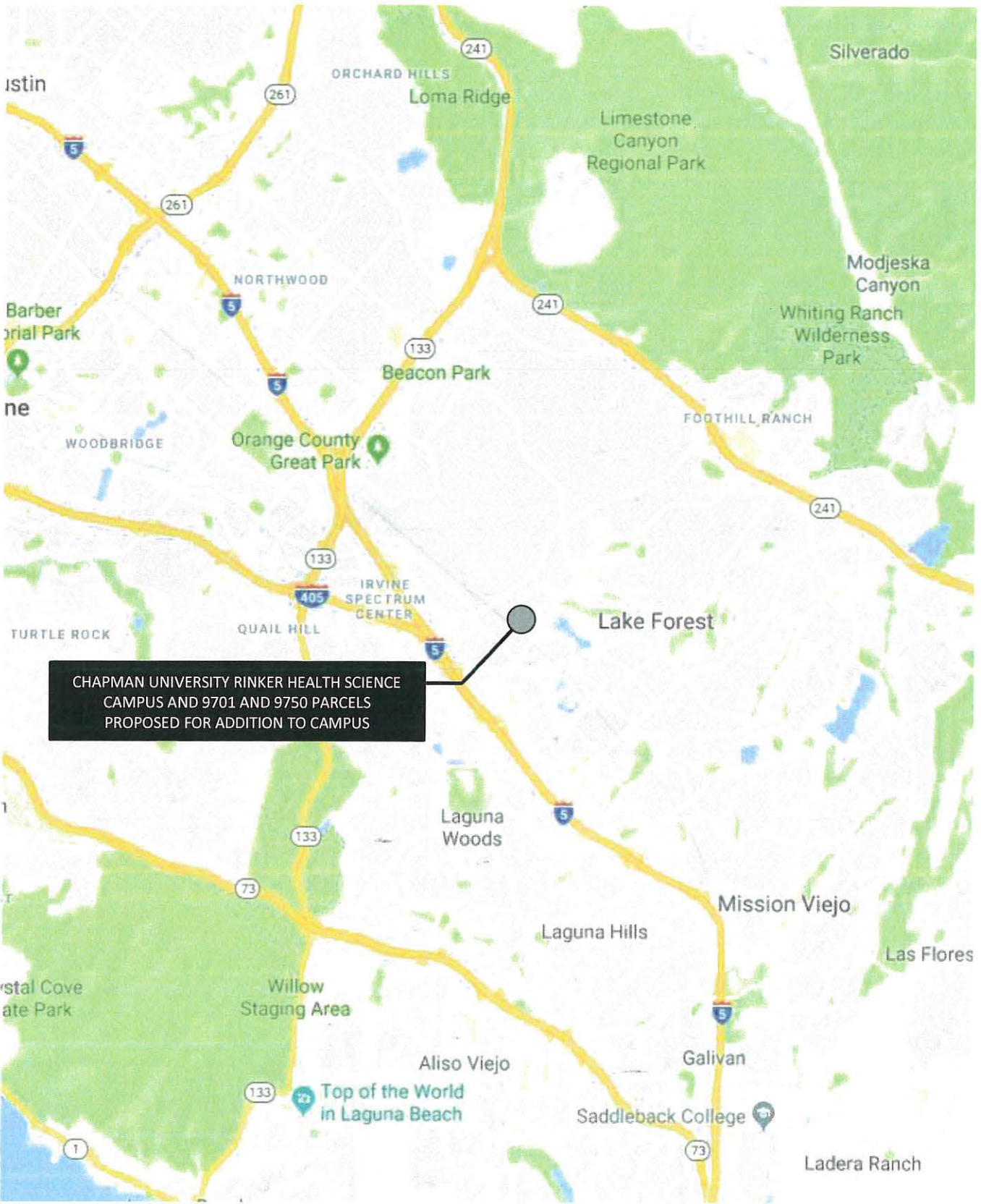
5.4 General Industrial

8. Description of Project:

The proposed project consists of adding 9701 and 9750 Jeronimo Road parcels into the campus master plan. The Chapman University Rinker Health Science campus master plan currently consists of two parcels located at 9401 and 9501 Jeronimo Road and allows for a maximum of 500 students. *Figure 3, Project Site Aerial*, depicts the locations of the various parcels which comprise the campus. The Rinker Health Science Campus teaches graduate students in the fields of Health Sciences including, but not limited to, physical therapy, pharmacy, physicians' assistance, and regulatory science disciplines. The existing building at 9701 Jeronimo Road would be converted from existing office and research and development uses to institutional uses. No exterior improvements are proposed at 9701 Jeronimo with the exception of minor parking lot alterations to comply with City of Irvine parking standards (not including where Administrative Relief is being requested). The existing vacant lot at 9750 Jeronimo Road would be developed into a new 540-space parking lot. The project also proposes to increase the maximum student enrollment from 500 to 906 and the maximum number off staff/faculty members from 125 to 227, for the overall campus. Additionally, the project proposes an at-grade pedestrian crosswalk that would cross Jeronimo Road, connecting the 9701 and 9750 Jeronimo parcels and controlled by a Pedestrian Hybrid Beacon (PHB). Lastly, the project includes an update to the campus' sign program to allow for up to two walls signs, four monument signs, as well as signage that would aid in campus wayfinding for vehicles and pedestrians. No physical exterior changes will occur to the existing Chapman University Rinker Health Science Campus' buildings located at 9401 and 9501 Jeronimo Road as a result of this project.

9. Surrounding Land Uses and Setting:

The proposed project is within the City of Irvine. Surrounding land uses include light industrial and research and technology-oriented uses to the north, east, and west of the project sites. The channelized Serrano Creek runs along the southeast edge of the 9750 Jeronimo Road parcel. Beyond the City of Irvine boundary to the southeast, on the southeast side of Bake Parkway, is a neighborhood of single-family residences in the City of Lake Forest.



CHAPMAN UNIVERSITY RINKER HEALTH SCIENCE CAMPUS AND 9701 AND 9750 PARCELS PROPOSED FOR ADDITION TO CAMPUS



Figure 1
Project Regional Vicinity Map
Rinker Health Science Campus



Figure 2
Project Local Context Map
Rinker Health Science Campus



Not to Scale

Figure 3
Project Site Aerial
Rinker Health Science Campus

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.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture/Forestry Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Energy
<input type="checkbox"/> Geology/Soils	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards and Hazardous Materials
<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources
<input type="checkbox"/> Noise	<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services
<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation	<input type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Utilities/Service Systems	<input type="checkbox"/> Wildfire	<input type="checkbox"/> Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☒

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐

Stephanie Frady
Signature

April 1, 2019
Date

Stephanie Frady
Printed Name

City of Irvine
For

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A Brief explanation is required for all answers except "No Impact: answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analyses Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

I. AESTHETICS**Setting**

The City of Irvine is located approximately two miles inland from the Pacific Ocean and approximately 40 miles southeast of the City of Los Angeles. The City of San Diego is approximately 80 miles south of Irvine. Irvine lies within the Trabuco Plain between the San Joaquin Hills along the coast and inland foothills of the Santa Ana mountains, known as the Santiago Hills. More specifically, the project is located within Planning Area 35, known as Irvine Spectrum 2. The project sites are surrounded by man-made landscapes that consist primarily of light industrial and research-oriented uses, with the channelized Serrano Creek bordering the southwest edge of the 9750 Jeronimo parcel. The 9701 Jeronimo parcel is developed, consisting of a building, parking lot, and landscape. The 9750 Jeronimo parcel is undeveloped, but is disturbed as it was utilized as a motorcycle testing track. Both parcels are viewable by the public on Jeronimo Road, as well from adjacent, similarly-developed parcels, which are not sensitive to light and glare.

Evaluation

a. Have a substantial adverse effect on a scenic vista?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

According to Figure A-4, "Scenic Highways" of the City of Irvine General Plan, the project sites are not located within or near a major view area or corridor. The highway closest to the site (Alton Parkway) is characterized by its "Urban Character," therefore no adverse effects to a scenic vista as a result of the project shall occur.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project sites do not contain any scenic resources and are not within the vicinity of any historic buildings or state scenic highways. The California Department of Transportation (Caltrans) designates roadways that provide scenic views as official Scenic Highways or Corridors. The project is not located on or near a designated State scenic highway, nor is it adjacent to or near local freeways or roadways that are designated or eligible scenic roadways.¹ No impact to state scenic highways would occur.

¹ "Officially Designated State Scenic Highways and Historic Parkways." California Department of Transportation (Caltrans Title), www.dot.gov/hq/LandArch/16_livability/scenic_highways/.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Potentially Significant Impact <input type="checkbox"/>	Less Than Significant With Mitigation Incorporated <input type="checkbox"/>	Less Than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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The project would not substantially degrade the existing visual character or quality of the site and its surroundings. The project proposes to incorporate 9701 and 9750 Jeronimo Road into the Chapman University Rinker Health Sciences Campus Master Plan. The installation of a pedestrian crossing and landscaped median are also proposed within the Jeronimo Road public right-of-way.

The existing building at 9701 Jeronimo Road would be repurposed from a research and development use to an institutional use, with minor parking lot modifications. The parking lot at 9701 Jeronimo Road would be restriped to comply with Irvine standards, except for where administrative relief is being requested.

Since 9701 Jeronimo is already developed and no significant exterior modifications are proposed, the impacts to the visual character and quality of the site's surroundings would be less than significant.

The project proposes to improve the existing vacant lot at 9750 Jeronimo Road to a 540-space parking lot. These improvements will include lighting, a shaded shuttle stop, fencing, and landscaping improvements that are of similar quality to those found in neighboring research and development parcels along Jeronimo Road. Since the proposed project will improve the vacant lot similar to surrounding parking lots, impacts will not detract from the visual character and quality of the project sites' surroundings and the impacts are less than significant.

d. Create a new source of substantial light or glare which would adversely effect day or nighttime views in the area?	Potentially Significant Impact <input type="checkbox"/>	Less Than Significant With Mitigation Incorporated <input type="checkbox"/>	Less Than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
---	--	--	---	---------------------------------------

The project consists of minor exterior modifications to the 9701 Jeronimo Road parcel, and the development of a new 540-space parking lot at the 9750 Jeronimo Road parcel. This parking lot will include new light standards that comply with Irvine requirements, including the Uniform Security Code. The proposed light standards will be similar in scale and illuminance to surrounding developments. External and internal lighting already exists at 9701 Jeronimo and would not be substantially modified from its current state. New sources of light proposed for the future parking lot at 9750 Jeronimo would create a minimal amount of light above the existing conditions and would not adversely affect day or nighttime views in the area. The project also includes a new pedestrian crossing, which will be lit. However, the lighting for this crossing would be similar to the nearby intersections of Jeronimo and Goodyear or Jeronimo and Alton. Ambient lighting exists from the surrounding properties and would not significantly increase above existing conditions. Therefore, the introduction of any new lighting would not affect nighttime views in the area.

The project does not include any new structures, other than a fence surrounding the 9750 Jeronimo Road parking lot and a shelter for the shuttle stop. Therefore, the project will not introduce new sources of glare. As such, impacts would be less than significant.

II. AGRICULTURE/FORESTRY RESOURCES

Setting

The project is classified as Research and Industrial according to the City's General Plan. According to Figure L-2, Conservation and Open Space, of the City of Irvine General Plan², the proposed project is not located near any existing agricultural lands. According to the Orange County Important Farmland Map of the Farmland Mapping and Monitoring Program of the California Department of Conservation³, the project sites are not adjacent to any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

Evaluation

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?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project would not convert Prime Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The proposed site is not within or near any of the mapped farmland units designated by the California Resources Agency. Therefore, no impact would occur.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project sites are designated Research and Industrial by the City's General Plan, and zoned as 5.4 General Industrial per the Irvine Zoning Ordinance. There are no agricultural uses on the sites nor are they located within or near an agricultural zone or bound by a Williamson Act contract. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract and no impact would occur.

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))?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project sites are designated Research and Industrial by the City's General Plan, and zoned as 5.4 General Industrial per the Irvine Zoning Ordinance. None of the parcels are zoned for forest land, nor will the project cause rezoning forest land, timberland, or Timberland Production zone. Therefore, the project would not conflict with existing zoning for forest land and no impact would occur.

2 City of Irvine, Office of Community Development. "Current General Plan." *Current General Plan*, 2015. www.cityofirvine.org/community-development/current-general-plan

3 "Orange County Important Farmland 2016." California Department of Conservation, Sept. 2018, <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/ora16.pdf>.

d. Result in the loss of forest land or conversion of forest land to non-forest use?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project sites are designated Research and Industrial by the City's General Plan, and zoned as 5.4 General Industrial per the Irvine Zoning Ordinance. None of the parcels are designated as forest land. The nearest designated forest land to the project is the Cleveland National Forest, which is located approximately 5.5 miles to the northeast of the project sites. Therefore, the project would not result in the loss of forest land or the conversion of forest land.

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?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project would not convert farmland to a non-agricultural use or forest land to a non-forest use. Therefore, no impact would occur.

III. AIR QUALITY

Setting

The project sites are located within the South Coast Air Basin (SOCAB), a 10,743-square mile area encompassing Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, in addition to the San Geronio Pass area in Riverside County. The SOCAB is a coastal plain with connecting broad valleys and low hills and is bound by the Pacific Ocean from the southwest and by the San Gabriel, San Bernardino, and San Jacinto Mountains from the northeast. North of the SOCAB is the high desert and to the southeast are the low desert and San Diego County.

Due to the topography and climate of Southern California, the SOCAB experiences a unique set of factors that make it an area of high air pollution potential. The extent and severity of the air pollution is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the SOCAB. Both the State and Federal governments require air quality for air pollutants to meet certain thresholds that impact key health and welfare effects. Federal air quality standards are designed by the US Environmental Protection Agency and referred to as the National Ambient Air Quality Standards (NAAQS). State standards are designed by the California Air Resources Board and referred to as the California Ambient Air Quality Standards (CAAQS). Currently, the EPA has designated the SOCAB as in a state of 'severe' non-attainment for ozone, partial non-attainment for lead, and 'serious' non-attainment for PM_{2.5} requirements. A state of non-attainment means the SOCAB has longer deadlines to reach attainment status, but must also impose stricter air quality control measures as a means of doing so.

The South Coast Air Quality Management District (SCAQMD) is the agency responsible for attaining state and federal clean air standards in the SOCAB.

Evaluation

a. Conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The SCAQMD Air Quality Management Plan (AQMP) of 2016 is the applicable air quality plan for the project area. According to the SCAQMD CEQA handbook, there are two primary criteria to determine compliance with the AQMP – a project would be inconsistent with the AQMP if it would: 1) Contribute to an increase in frequency or severity of air quality violations; or 2) Delay attainment of the California or National AAQS. The regional emissions inventory and its associated projections are based on factors such as regional population, housing, and employment, and are compiled and created by the SCAQMD as the basis for creating the AQMP. This inventory, and its associated projections, are based in part upon the applicable City General Plan land use designations as a means of projecting impacts for various types of uses. If a project is consistent with the applicable City General Plan, in this case the City's General Plan, then it would be considered consistent with the AQMP, since the underlying assumptions used to create the AQMP would be consistent with the proposed project.

At the time the current AQMP was prepared in 2016, the site and surrounding area were designated as Research and Industrial by the City's General Plan, as it is currently designated now. As an institutional use, existing and proposed development upon the 9750 and 9701 Jeronimo sites would be consistent with the Research and Industrial land use designation upon the approval of a conditional use permit. The Chapman University Rinker Health Sciences Campus Master Plan has received an approved conditional use permit from the City of Irvine for the initial campus build out in 2014 and is therefore consistent with the City's General Plan and the assumptions of land use intensity and growth that the current AQMP is based upon. As such, the project will not conflict with or obstruct implementation of the applicable AQMP.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Results of the CalEEMod model prepared for the project to estimate the emissions of criteria pollutants for both construction and operational phases (described below in *Table 3-1, Estimated Construction and Operational Project Emissions*) indicate that the project will not exceed SCAQMD daily thresholds for any criteria pollutant during the construction or operational phases. During the operational phase, the project will generate a net increase of 67 daily vehicle trips in comparison to the previous research and development use at the 9701 Jeronimo parcel. The estimated operational phase figure incorporates estimated emissions associated with the operation of a 540-space, 4.76-acre parking lot, in addition to the 67 daily vehicle trips the project would generate compared to the existing use. Lead emissions were not projected as a part of the CalEEMod model. However, because lead emissions are typically associated with industrial uses and the project does not propose any new industrial uses, the impacts would be less than significant. The construction impacts that occur would be temporary and cease upon completion of construction at the 9750 Jeronimo parcel, no construction will occur at the 9701 parcel.

Table 3-1: Estimated Construction and Operational Project Emissions				
	Construction Phase		Operational Phase	
	Maximum Estimated Emissions (lbs/day)	Threshold (lbs/day)	Maximum Estimated Emissions (lbs/day)	Threshold (lbs/day)
NOx	45.63	100	0.54	55
VOC	4.42	75	0.50	55
PM10	20.66	150	0.44	150
PM2.5	12.18	55	0.12	55
SOx	0.05	150	0.05	150
CO	22.66	550	1.57	550
Lead	not estimated	3	not estimated	3

Though SOCAB is in a state of non-attainment for ozone, Lead, and PM2.5 criteria pollutants, a project that does not exceed thresholds established by the SCAQMD is not considered to contribute substantially to regional non-attainment status within SOCAB. During the operational and post-construction phases, the project would not result in a significant increase of criteria pollutants, as the results of the CalEEMod model indicate that it will not exceed established thresholds. Therefore, the project will not contribute a cumulatively considerable net increase of any criteria pollutant, and impacts shall be less than significant.

c. Expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project will comply with SCAQMD Rule 403, which requires that construction-phase activity prevent the emission of fugitive dust from any active operation, such that dust does not remain visible in the atmosphere beyond the property line. Additionally, there are no sensitive receptors within a one-quarter mile (1/4) of the project sites. Therefore, by complying with the standard condition of approval and that there are no sensitive receptors within the vicinity of the project site, the project will not expose sensitive receptors to substantial pollutant concentrations and no impact to sensitive receptors shall occur.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project may expose people within buildings adjacent to the 9750 Jeronimo parcel to construction-related odors. Potential sources that may emit odors during construction activities include construction equipment and the application of materials such as asphalt pavement and striping paint. The objectionable odors that may be produced during the construction phase are short-term in nature and would cease upon the drying or hardening of the odor-producing materials. Therefore, the impacts would be temporary and would be considered less than significant.

IV. BIOLOGICAL RESOURCES

Setting

Irvine lies within the coastal and foothill region of central Orange County. The project sites lie within a developed urban-industrial area designated as Planning Area 35, Irvine Spectrum 2. As shown on *Figure 3, Project Site Aerial*, the project consists of an existing office building and its associated development located on the 9701 Jeronimo parcel, and a vacant but previously disturbed site located on the 9750 Jeronimo parcel. Few biotic resources exist on-site besides ornamental vegetation introduced for landscaping purposes at 9701 Jeronimo Road, as it is a previously developed site. The 9750 Jeronimo parcel is undeveloped and vacant and was previously disturbed by grading, motorcycle testing, and other activities. The parcel contains few biotic resources, aside from those introduced for landscaping purposes. The 9750 Jeronimo parcel is adjacent to a channelized portion of the Serrano Creek, which runs along the site's southwestern edge.

Neither parcel associated with the project is known to contain habitat for any native species in the area, or to be home to any native species. The project is not within or adjacent to a designated habitat or conservation area in the Orange County Central-Coastal Subregion Natural Community Conservation Plan/Habitat Conservation Plan.

Evaluation

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Construction and restriping activity for the project will be contained within specific areas inside the parcel boundaries. Existing mature trees located along Jeronimo Road on private property could potentially provide nesting habitat for various raptor and other bird species and would need to be avoided during the breeding season to prevent impacts from occurring. Proposed grading and construction activity at the 9750 Jeronimo parcel could require the removal of some or all these trees, which will require approval of a tree removal permit from the City of Irvine if the tree is located within the 30-foot required Jeronimo Road streetscape area. To avoid potential impacts to nesting birds or raptor species the following mitigation measure is required:

BR-1: No on-site existing trees are proposed to be removed as a result of the project. However, should a tree be removed, it shall occur outside of the nesting season (February 15–September 15; February 1–June 30 for raptors), or the contractor shall retain a qualified ornithologist to initiate the surveys of the construction zone 30 days prior to the initiation of construction and weekly thereafter, with the last survey not more than three days prior to the initiation of construction to minimize the potential for nesting following the survey and prior to construction. If the ornithologist detects any occupied bird nests of native birds within the construction zone, the area supporting bird nests will be conspicuously flagged off, providing a minimum buffer of 300 feet between the nests and limits of construction (500 feet for raptors). The construction crew will be instructed to avoid any activities in this zone until the bird nests area is no longer occupied, per a subsequent survey by the ornithologist.

The implementation of the above mitigation measure, compliance with standard conditions of approval, as well as the tree removal permit shall ensure that the project would not have a substantial adverse effect on any species identified as candidate, sensitive, or special status species in local or regional plans, policies, and programs, or by the California Department of Fish and Wildlife or US Fish and Wildlife Services, either directly or through habitat modifications and impacts will be less than significant.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Construction on the 9750 Jeronimo parcel will take place within the parcel boundaries and will not result in substantial adverse effects on any riparian habitat or other sensitive natural community. Though the parcel is adjacent to a channelized portion of Serrano Creek, which is a tributary of the San Diego Creek, it is previously disturbed and contains no riparian habitat that would be impacted by construction. This portion of Serrano Creek consists of a concrete channel with maintenance roads on both sides. Construction activities would be contained on-site and at least 20 feet from the channel. Any substantial adverse impacts on biotic resources associated with Serrano Creek would, therefore, be avoided.

Activities occurring at the 9701 Jeronimo Road parcel will not have adverse impacts on riparian habitat or other sensitive natural communities, as the 9701 Jeronimo Road parcel has been previously developed and is not adjacent to significant natural biological resources.

The proposed increase in overall student enrollment and staff/faculty employed at the campus will not have substantial adverse impacts to biological resources resulting from the activities related to the operation of the campus, as all activities will be limited to the existing and proposed campus areas highlighted on *Figure 3, Project Site Aerial*, or upon areas of existing urban development, such as the Jeronimo Road right-of-way. Therefore, construction activities related to the project and the operation of the Rinker Health Science Campus will not have a substantial adverse effect upon any riparian habitat or other sensitive natural community, and impacts will be less than significant.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project construction taking place upon 9750 Jeronimo Road and exterior modifications occurring upon 9701 Jeronimo Road will take place within the boundaries of those respective parcels. The proposed pedestrian crossing will be located within the Jeronimo Road right-of-way, an existing, improved, public street.

Since these improvements are not on or near any federal protected wetlands, the project will not cause any substantial adverse effects either directly or indirectly to any federally protected wetlands. Therefore, no impacts would occur.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Construction taking place on the 9750 Jeronimo parcel, the minor parking lot modifications occurring on the 9701 Jeronimo parcel, and the pedestrian crossing over Jeronimo Road will take place entirely within the project parcels and/or the improved Jeronimo Road street right-of-way. Though the 9750 Jeronimo parcel is adjacent to the channelized, concrete-lined Serrano Creek, a tributary of San Diego creek, there is no habitat in the portion of the creek abutting that parcel. Furthermore, construction activities will not occur within any portion of Serrano Creek. The project sites and the Jeronimo Road right-of-way lack suitable habitat for resident wildlife.

However, the project sites contain existing mature trees that could potentially provide nesting habitat for various raptor and other migratory bird species. Although it is not anticipated that the proposed project would result in the removal of trees, if tree removal should occur, that removal would need to be mitigated during the breeding season to prevent impacts from occurring. With the incorporation of Mitigation Measure BR-1, above, impacts would be reduced to a less than significant level.

The proposed increase in overall student enrollment and staff/faculty employed at the campus will not have substantial adverse impacts to any native resident or migratory fish or wildlife species, established native wildlife or migratory corridors, or native wildlife nursery sites resulting from the activities related to the operation of the campus. All activities will be limited to the existing and proposed campus areas highlighted on *Figure 3, Project Site Aerial*, or upon areas of existing urban development, such as the Jeronimo Road street right-of-way.

Therefore, with the implementation of Mitigation Measure BR-1, construction and operational activities would neither encroach into areas vital to the movement of native or migratory species, nor into native wildlife nursery sites, and the impact would be less than significant.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project would not conflict with any ordinances protecting biological resources. The City of Irvine requires a tree removal permit for the removal of trees located on non-residential properties that are in the public right-of-way or in special landscaped areas. Jeronimo Road is considered a special landscape street as identified in Section 3-15-9 of the City of Irvine Zoning Code, which designates a 30-foot side streetscape zone adjacent to Jeronimo Road. Although it is not anticipated that any trees would be removed, should a tree within this zone be removed, the applicant shall obtain approval of a tree removal permit prior to the removal of any tree within this area. With this requirement, removal of on-site trees will not conflict with any local policy or ordinance protecting biological resources, and the impacts are less than significant.

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?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project sites are not within or near an area containing a Habitat Conservation Plan, Natural Community Conservation Plan, or any other conservation plan boundary. Therefore, no impact would occur.

V. CULTURAL RESOURCES

Setting

The Cultural Resources Element of the City's General Plan recognizes the importance of historical, archaeological, and paleontological resources in Irvine and establishes a process for their early identification, consideration, and where appropriate, preservation of such resources.

Paleontological investigations have shown that Irvine was previously a marine environment. Archaeological investigations have shown that Native Americans arrived within this area about 9,000 years ago. The area's diverse natural resources supported a large population of these native hunters and gatherers. In 1769, the Spanish explorer Don Gaspar de Portola first traversed the base of the Santiago Hills. In the 1830s, Don Jose Andres Sepulveda began ranching operations. In 1876, James Irvine purchased and consolidated open range land stretching from the Santiago Hills to the Pacific Ocean into the Irvine Ranch. In 1971, the City incorporated, which coincided with the start of urban development of a large portion of Irvine Ranch.

Because of its past, Irvine has many cultural resources which are protected through the policies established in the Cultural Resources Element of the City's General Plan. The project sites are designated by the General Plan as an area of low paleontological sensitivity and are not located in or near an area that is a designated existing site, formerly existing site, or landform site of historical or archaeological importance.

Evaluation

a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Construction and activities associated with the operation of the project would not cause a substantial adverse change in the significance of a historical resource. The project area is comprised of previously disturbed sites surrounded by predominantly urban and industrial development. No historical resources are located on or near the project sites, therefore no impact would occur.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction and activities associated with the operation of the project would not cause a substantial adverse change in the significance of an archaeological resource. As is required by Irvine as a standard condition of approval for projects that involve ground disturbance, a paleontologist and/or archaeologist must be on call during grading activities when there is a potential for resource to be uncovered. However, the project area is comprised of either a developed parcel (9701 Jeronimo Road) or a previously disturbed parcel (9750 Jeronimo Road) surrounded by predominantly urban and light industrial development and no archaeological resources are expected to be present. With the incorporation of the City's standard grading conditions of approval, impacts will be less than significant.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project sites are not in an area anticipated to contain human remains. The Cultural Resources Element of the City's General Plan contains objectives and policies that have been established to guide the identification and preservation of cultural resources, including human remains. The incorporation of these objectives and policies would ensure that impacts to human remains would be less than significant.

VI. ENERGY

Setting

Section 21100(b)(3) of the California Public Resources Code and Appendix F to the State CEQA Guidelines require a discussion of potential energy impacts of proposed projects and identifies that "EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy".

Southern California Edison (SCE) and the Southern California Gas Company (SCGC) are utility companies that currently provide and would continue to provide electrical and natural gas services to the project sites. The proposed project may require upgrades to the existing dry utility backbone infrastructure to serve 9701 Jeronimo Road parcel. New dry electrical infrastructure would be required to service the proposed parking lot at 9750 Jeronimo Road and the proposed pedestrian crossing. Since no structures are proposed at the 9750 Jeronimo Road parcel, no natural gas service would be needed. Final plans for any new or upgraded electrical and natural gas services would be designed and installed in compliance with SCE and SCGC applicable requirements.

The City of Irvine General Plan Land Use Element Objective A-1, Policy (c) and Policy (f) promote energy efficiency and sustainable development through design and reduced reliance on non-renewable resources. In addition, the City of Irvine General Plan Energy Element, Objective I-1, Policy (b) promotes the incorporation of energy conservation measures.

Evaluation

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project consists of converting an existing research and development use to an institutional use on the 9701 Jeronimo Road parcel, the development of a parking lot on the 9750 Jeronimo Road parcel to provide parking for the institutional use, and the construction of a pedestrian crossing connecting the two uses. The proposed parking lot will be served by a shuttle, resulting in the reduction in trips in between the campus' buildings. The proposed conversion of the building at the 9701 Jeronimo parcel will require tenant improvement building permits. The improvements will need to comply with either the 2016 or 2019 version of both Title 24 of the California Code of Regulations (CCR, specifically, Part 6) and California Green Building Standards Code (24 CCR, Part 11), also known as the CALGreen Code.

Title 24 is California's Energy Efficiency Standards for Residential and Non-residential Buildings. Title 24 was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and to provide energy efficiency standards for residential and non-residential buildings. The current applicable standards are the 2016 Standards, effective January 1, 2017. The 2019 standards are planned to be released in 2019 to be effective January 1, 2020.

The CALGreen Code is intended to (1) cause a reduction in GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. In short, the Code is established to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. The proposed project would promote building energy efficiency through compliance with energy efficiency standards (Title 24 and CALGreen), as well as reducing resources by operating a shuttle service for students, staff, and faculty. Therefore, the project would not result in an inefficient, wasteful, or unnecessary consumption of energy and the impact is less than significant.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project consists of converting an existing research and development use to an institutional use on the 9701 Jeronimo Road parcel, the development of a parking lot on the 9750 Jeronimo Road parcel to provide parking for the institutional use, and the construction of a pedestrian crossing connecting the two uses. The project would be required to comply with all applicable energy efficiency regulations such as Title 24 and the CalGreen Code. Therefore, the project will be consistent with these regulations and it will not obstruct implementation of these policies or plans.

VII. GEOLOGY/SOILS

Setting

Irvine and its Sphere of Influence are affected by both local and regional active faults. No known or suspected active faults traverse the City, though the surrounding region is seismically active. Irvine is located within close proximity to several active fault systems.

The Norwalk Fault is a local fault for which there has been some recorded activity north of the City. The Newport-Inglewood Fault, the nearest regional, active fault, originates north of Inglewood and passes below Newport Bay and Balboa Island before continuing south off the coast. This fault is capable of generating earthquakes up to a magnitude of 7.5 on the Richter Scale. The Whittier-Elsinore Fault is located about 10 miles to the northeast of the City and Sphere of Influence areas. It is considered potentially active, as there is evidence of large movements in the recent geologic past (10,000 years) and is considered capable of generating earthquakes up to a magnitude of 7.5 of the Richter Scale. The San Andreas Fault passes within 35 miles of the City and Sphere of Influence and is capable of generating earthquakes of 8.0 on the Richter Scale. The San Jacinto Fault is approximately 30 miles to the northeast of Irvine and parallel to the San Andreas Fault. This fault has been more active within the last 100 years than the San Andreas Fault and is capable of generating earthquakes up to 7.5 on the Richter Scale.

Surface fault rupture is not a concern during an earthquake since no known active faults are located within the City; however, seismic activity can produce several secondary effects that could result in property damage and loss of life. These secondary hazards include liquefaction, settlement, landslide, tsunami and seismic, and dam/reservoir failure. The City and its Sphere of Influence are located in Seismic Zone 4, as identified in the Uniform Building Code. This zone indicates the highest classification of the four zones in the United States, with the most stringent requirements for building design.

Evaluation

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault. According to Figure D-1, Regional Geology, of the City's General Plan Seismic Element, there are no major or active faults mapped near the project sites that could result in surface rupture. According to Figure D-3, Seismic Response Areas, the project is located within Seismic Response Area 2 (SRA 2), which is characterized by denser soils and deeper ground water; ground breakage and/or ground failure is not expected to characterize this area, and Irvine is not identified as a city affected by an Alquist-Priolo fault zone. Therefore, because the project sites are not located in proximity to a known earthquake fault, and because the project is not located within a city affected by an Alquist-Priolo fault zone, no impacts from rupture of a known earthquake fault are expected to occur.

ii. Strong seismic ground shaking?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As with all Southern California, the project sites are located within a seismically active region and could experience ground shaking in the event of an earthquake from local and regional faults. Specifically, the project sites are located within Seismic Zone 4, as designated by the Uniform Building Code. As such, all new development will be constructed to comply with any applicable regulations, plans, and standards related to seismic safety.

The project is located within SRA 2, which is defined by the Seismic Element of the City's General Plan as an area where the predominant seismic risk is ground motion. However, the project does not propose any new structures to be built that would expose people to danger as a result of strong ground shaking due to a seismic event. Additionally, the site is not located within close proximity to known faults or fault zones. Since the project will not expose people or structures to substantial adverse effects, including, but not limited to the risk of loss, injury, or death involving strong seismic ground shaking, and no new buildings are proposed as part of the project, the impacts would be less than significant.

iii. Seismic-related ground failure, including liquefaction?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

According to the Seismic Element of the City's General Plan, the project sites are located within SRA 2. SRA 2 is primarily composed of denser soils and deeper groundwater. The potential for localized liquefaction and/or ground failure to occur in SRA 2 is considered remote. Since the project will not expose people or structures to substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, impacts would be less than significant.

iv. Landslides?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project sites are located within an area that has been previously developed. The topography of the project area is generally flat and the project sites are not located within an area of required investigation as designated by the California Geological Survey, which is a statewide mapping program that provides research and geographic analysis to local governments for the purposes of guiding land-use decisions and identifying local issues regarding seismic hazards. Even though final grade for the 9750 Jeronimo parcel would be limited to a 2 to 1 slope and no retaining walls are proposed, all grading activities would be required to comply with all applicable local and state regulations to minimize the chance of landslides. While, the potential for landslides is remote, impacts would be less than significant.

b. Result in substantial soil erosion or the loss of topsoil?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Erosion could occur on the 9750 Jeronimo parcel and at the site of the pedestrian crossing over Jeronimo Road during the construction phase. All grading activities will adhere to the provisions of an approved Storm Water Pollution Prevention Plan (SWPPP) that will establish erosion and sediment control measures for construction activities. Compliance with the SWPPP, as well as other standard conditions of approval, will ensure that impacts are 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?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project sites are located within SRA 2, which is designated by the City's General Plan as an area characterized by denser soils and deeper groundwater. The California Building Code requires specific provisions for seismic design to mitigate and minimize the effects of earthquakes and ground shaking, including liquefaction, on structures. Proposed earthwork and construction will comply with all applicable regulations, plans, and standard conditions of approval that would reduce impacts associated with lateral spreading, subsidence, liquefaction and collapse to a less than significant level.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project sites are located within SRA 2, which is designated by the City's General Plan as an area characterized by denser soils and deeper groundwater. According to the Natural Resources Conservation Service, the soils in the general area of the project consist of sandy loam, which has a minimal risk for expansion. Furthermore, all grading activities will comply with all applicable local and state regulations to minimize the impacts of soil expansion. Therefore, the potential for expansion is minimal and impacts would be less than significant.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project does not propose the use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Construction and activities associated with the operation of the project would not cause a substantial adverse change in the significance of a paleontological resource. The project area is comprised of previously disturbed sites surrounded by predominantly urban and industrial development. No paleontological resources are known to be located on or near the project sites and the project sites are identified as an area of Low Paleontological Sensitivity by the City of Irvine General Plan, therefore no impact would occur.

VIII. GREENHOUSE GAS EMISSIONS

Setting

Climate change is a term that refers to the variation of Earth's climate over time, whether due to natural variability or as a result of human activities. This change is affected by greenhouse gases (GHGs), such as carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃), which absorb and emit infrared radiation and play an essential role in influencing climate. California Assembly Bill (AB) 32 was passed in August of 2006 to place the state on the course towards reducing its contribution of GHG emissions to 1990 levels by the year 2020. The 2020 target requires emissions reductions of 169 million metric tons, or 28.5 percent of the project emissions compared to business-as-usual in the year 2020. Currently there are no statewide GHG emissions thresholds that are used to determine GHG impacts of a project; however, SCAQMD has developed interim guidelines that can be used in SOCAB to determine impact significance for projects until statewide and/or federal standards are established.

Evaluation

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project will generate GHG emissions, both directly and indirectly, during the construction and operational phases. Construction-phase emissions will be generated primarily by, but not limited to, heavy equipment operated on-site during earthwork and construction activity, worker vehicle trips to and from the project sites, and the transport of construction materials to and from the project sites.

Operational-phase emissions would primarily consist of emissions related to the 67 additional vehicle trips to and from the project sites made by students and staff, compared to the existing use, but also include other emissions estimated to result associated with the operation of a 540-space parking lot.

Currently, there are no statewide GHG emissions thresholds that have been used to determine the potential GHG emissions impacts of a project; however, SCAQMD has adopted a tiered approach for evaluating GHG emissions that indicates a screening-level threshold of 3,000 metric tons annually. Results of the CalEEMod model (described in Table 8-1, *Annual Estimated Greenhouse Gas Emissions*) prepared for the project to estimate GHG emissions for both the construction and operational phases indicate that the project will generate 97.94 carbon dioxide equivalent (CO₂e) annually, including amortized construction emissions. Therefore, the project does not exceed the screening threshold established by SCAQMD and impacts would be less than significant.

Table 8-1: Annual Estimated Greenhouse Gas Emissions						
Source	Pollutant Emissions (metric tons/year)					
	Bio-CO ₂	Nbio-Co ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Construction Emissions Amortized over 30 years	0.00	5.31	5.31	0.00	0.00	5.34
Operational Emissions						
Area	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	10.09	10.09	0.00	0.00	10.16
Mobile	0.00	82.34	82.34	0.00	0.00	82.44
Total Annual Project Emissions	0.00	97.76	97.76	0.01	0.00	97.94

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The project does not exceed the annual screening threshold of 3,000 metric tons of GHG emissions and, therefore, complies with SCAQMD interim guidelines. Impacts would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS**Setting**

The project would expand the Rinker Health Sciences Campus to include the 9701 and 9750 Jeronimo Road parcels. These parcels do not have a history of hazardous materials being present, or a history of land uses that would involve the use or storage of hazardous materials. Currently, the 9750 Jeronimo parcel is vacant and disturbed, previously used as a motorcycle testing area and the 9701 Jeronimo parcel is developed with a research and development use. The site is not located in or near a Very High Fire Hazard Severity Zone or within an area with that is close to an airport or subject to an airport land use plan.

Evaluation

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project consists of converting an existing research and development use to an institutional use, the development of a parking lot to provide parking for the institutional use, and the construction of a pedestrian crossing, and does not propose to transport, use, or dispose of hazardous materials as a result of construction or operation associated with the Rinker Health Science Campus. As a result, no impacts would occur.

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?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project consists of converting an existing research and development use to an institutional use, the development of a parking lot to provide parking for the institutional use, and the construction of a pedestrian crossing, and does not contain a significant amount of hazardous materials beyond those typically associated with a health science school use. Some hazardous materials could be located within the 9701 Jeronimo Road building including (but are not limited to): liquefied phenol, sodium propionate, dichromate chloride, thymol, phenol, and mercuric chloride. These and other substances are hazardous or flammable and will be required to comply with all applicable California Building Code and Orange County Fire Authority (OCFA) community risk reduction guidelines. Storage of these materials will be subject to periodic inspections by OCFA. These chemicals are already in use at the existing campus facilities located at 9401 and 9501 Jeronimo Road.

The Chapman University Environmental Health & Safety (EH&S) department, a function of Chapman University Office of Risk Management, oversees the management of hazardous materials and hazardous waste for all Chapman University operations. All purchases of hazardous materials are so coded as hazardous, and require the approval of EH&S. The University maintains a complete inventory of hazardous materials purchased and used in all science labs of the University. The inventory identifies each chemical, the manufacturer, quantity, and the number of the room in which it is located. The disposal of hazardous materials is also handled by EH&S and/or its vendors.

Should a spill occur at the Rinker Health Science Campus, procedures are in place to mitigate potential impacts. Details regarding warnings, procedures, and safety are posted at every lab anticipated to use or store a hazardous material. For health-threatening emergencies, the procedure is to call 911, alert people in the vicinity, activate local alarm systems, and evacuate to a designated assembly point. For all spills or emergencies, a student or employee will call EH&S, which is staffed 24-hours a day. Clean-up would occur by either certified EH&S staff or a certified contractor. EH&S or another Chapman representative will provide all necessary local notifications, then provide a report to EH&S.

By complying with OCFA requirements for community risk reduction as well as Chapman's existing internal procedures and compliance with the California Building Code, the project would not create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, impacts 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?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project consists of converting an existing research and development use to an institutional use, the development of a parking lot to provide parking for the institutional use, and the construction of a pedestrian crossing, and does not involve hazardous emissions or handle a significant amount of hazardous materials beyond those typically associated with a health science use. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, no impact would occur.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project sites are not included on a list of hazardous waste sites compiled pursuant to Government Code Section 65962.5. The project would not create a significant hazard to the public or the environment. Therefore, no impact 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 or excessive noise for people residing or working in the project area?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project sites are not located within an airport land use plan or within two miles of a public airport. The nearest airport would be John Wayne Airport located approximately nine miles northwest of the project sites. Therefore, no impact would occur.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project consists of converting an existing research and development use to an institutional use, the development of a parking lot to provide parking for the institutional use, and the construction of a pedestrian crossing, which would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan. Therefore, no impact would occur.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project sites are not located in or near a Very High Fire Hazard Severity Zone, and the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Therefore, no impact would occur.

X. HYDROLOGY AND WATER QUALITY**Setting**

The project sites are subject to Santa Ana Regional Water Quality Control Board (SARWQCB) water quality regulations. The SARWQCB is authorized to implement a municipal stormwater permitting program as part of the National Pollutant Discharge Elimination System (NPDES) authority granted under the Federal Clean Water Act. The 9701 Jeronimo parcel is an improved site that drains to the abutting public rights-of way: Bendix, Goodyear, and Jeronimo Road. The 9750 Jeronimo parcel generally drains towards Jeronimo Road, though a portion of it drains directly into Serrano Creek at the rear.

Irvine Ranch Water District (IRWD) provides domestic water service, sewage collection and water reclamation for the City of Irvine and portions of surrounding communities. Approximately 35 percent of IRWD's drinking water is purchased from the Metropolitan Water District of Southern California (MWD). Imported water comes from the Colorado River and from Northern California. The water is treated to drinking water standards by MWD and then distributed through IRWD's distribution system. The remaining 65 percent of the water supply comes from IRWD's extensive well system located in Santa Ana, California. IRWD treats this water at its disinfection facilities before it enters the distribution system of over 900 miles of pipelines.

IRWD maintains 900 miles of pipelines in its sewer distribution system. This sanitary sewer system collects all wastewater coming from homes and business within the IRWD service area. Sewage is conveyed to two treatment plants: the Michelson Water Reclamation Plant in Irvine and the Los Angeles Water Reclamation Plant in Lake Forest.

Evaluation

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project consists of converting an existing research and development use to an institutional use, the development of a parking lot to provide parking for the institutional use, and the construction of a pedestrian crossing. Construction activities associated with the project could have the potential to result in the conveyance of pollutants into municipal storm drains.

The SARWQCB is authorized to implement a municipal stormwater permitting program as part of the NPDES authority. The general permit applicable to this project is the "Statewide General Construction Stormwater Permit" which addresses waste discharge requirements for discharges of stormwater runoff associated with construction activities. Consistent with municipal stormwater NPDES Permit No. CAS618030, issued by the Santa Ana RWQCB, Irvine is required to implement a stormwater pollution prevention plan (SWPPP) to minimize the incidence of construction-related pollutants entering the storm water system.

Several items are required in a SWPPP, including site maps showing drainage and discharge locations and location of control measures, a description of pollution prevention Best Management Practices (BMP) to be implemented on the site, BMP inspection procedures, and requirements for stormwater monitoring. Compliance with these requirements would prevent violation of water quality standards and waste discharge requirements during project construction activities. Additionally, prior to construction the project proponent will be required to prepare a Water Quality Management Plan (WQMP). The WQMP would identify the BMPs that will be used on the site to control predictable pollutant runoff, including site design BMPs, source control BMPs, and treatment control BMPs. Implementation of the BMPs identified in the WQMP would assure project development would not violate water quality standards and waste discharge requirements during subsequent operation of the project. As a result, impacts associated with violation of any water quality standards or waste discharge requirements would be less than significant.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project consists of converting an existing research and development use to an institutional use, the development of a parking lot to provide parking for the institutional use, and the construction of a pedestrian crossing. Minor improvements would occur to the 9701 Jeronimo parcel and the impervious area would not significantly increase. The 9750 Jeronimo parcel is pervious and approximately 83 percent of the site would be converted to impervious as a result of the construction of the parking lot. However, in compliance with applicable regulations, run-off would not be permitted to exceed existing flows off-site and the project sites are not within close proximity to any wells. As such, the project would not 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. Therefore, impacts would be less than significant.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. result in a substantial erosion or siltation on- or off-site;				

Construction and earthwork activity on the 9750 Jeronimo parcel may make alterations to the drainage pattern of the site. However, the overall drainage pattern will not be substantially altered from existing conditions. No drainage pattern alterations are expected to occur from the minor construction activities at the 9701 Jeronimo parcel or the proposed pedestrian crossing. No alteration of the course of a stream will result from the project, nor will on- or off-site erosion occur. Furthermore, the project will be required to in compliance with the approved SWPPP and WQMP. Therefore, impacts would be less than significant.

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

There are not any rivers or streams on the project sites. Though the 9750 Jeronimo parcel is vacant, it was previously disturbed and does not contain any natural stream channels. The project includes the construction of a 540-space parking lot and all associated development, such as sidewalks, ramps, vehicle lanes, etc, would increase the area of impermeable surfaces on the site. All construction on the project sites and activities associated with the operation of the Rinker Health Sciences Campus will be in compliance with the required SWPPP and WQMP and any required BMPs, which will ensure that the rate or amount of runoff is not substantially increased in a manner that would result in flooding on- or off-site. Therefore, impacts would be less than significant.

iii.	create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project consists of converting an existing research and development use to an institutional use, the development of a parking lot to provide parking for the institutional use, and the construction of a pedestrian crossing. Development of the 9750 Jeronimo parcel would include construction of new impervious surfaces that may result in a slight increase in the amount of stormwater captured on that parcel and conveyed to the City storm drain system. Compliance with NPDES permit requirements and implementation of the BMPs identified in the approved WQMP would ensure that development and operation would not contribute additional sources of polluted run-off. The minor alterations at the 9701 Jeronimo parcel and the pedestrian crossing are not anticipated to increase the amount of existing impervious area. Therefore, project development and operational impacts related to creating or contributing run-off water, which would exceed the capacity of the existing or planned stormwater drainage systems or provide substantial additional sources of polluted run-off, would be less than significant.

iv.	impede or redirect flood flows	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project does not propose the construction of structures that would impede or redirect flood flows, and is not within a 100-year flood hazard area as delineated by the FIRM designated by the Federal Emergency Management Agency (FEMA). Although the channelized Serrano Creek is located at the rear of the 9750 Jeronimo parcel, no structures would be placed within or next to this floodplain area. Therefore, there would be no impact.

d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project sites are located substantially inland from the ocean and therefore, tsunamis pose no threat. A seiche is an oscillation of water within a closed impoundment such as a lake or reservoir caused by seismic activity or landslide. No lakes or reservoirs are in the vicinity of the project sites. Therefore, the project will not be exposed to inundation by seiche, tsunami or mudflow and no impact would occur.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project consists of converting an existing research and development use to an institutional use, the development of a parking lot to provide parking for the institutional use, and the construction of a pedestrian crossing. Development of the 9750 Jeronimo parcel would include construction of new impervious surfaces that may result in a slight increase in the amount of stormwater captured on that parcel and conveyed to the City storm drain system. Construction activities would result in short-term water quality impacts that could contribute to significant cumulative impacts on water quality. However, compliance with mandatory NPDES, SWPPP, and City building standard requirements as well as implementation of the required project-specific WQMP would ensure all impacts regarding water quality would remain at a less than significant level. The required WQMP would identify BMPs designed to reduce impacts to water quality, potentially such as the installation of filtration measures at inlets and directing runoff to landscaped areas. Impervious surfaces are not expected to increase at the 9701 Jeronimo parcel or for the proposed pedestrian crossing. Therefore, the construction activities and operation of the project sites would not otherwise substantially conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts shall be less than significant.

XI. LAND USE AND PLANNING**Setting**

The project sites are located in Irvine, Orange County, California. Irvine is surrounded by the cities of Newport Beach, Lake Forest, Tustin, Santa Ana, and Laguna Beach and is divided into neighborhoods called planning areas, each of which has unique character and specific development goals. The proposed project is in Planning Area 35, referred to as "Irvine Spectrum 2." According to the City's General Plan, Planning Area 35 is among the planning areas on the eastern edges of the city where employment growth has been concentrated among various industrial uses and office complexes adjacent to regional transportation facilities. Planning Area 35 includes the following zoning designations, according to the Irvine Zoning Ordinance: 4.2 Community Commercial, 4.3 Vehicle-Related Commercial, 5.4 General Industrial, and 6.1 Institutional.

The project sites, as well as the rest of the parcels associated with the Rinker Health Sciences Campus, are designated as 5.4 General Industrial by Zoning Ordinance and Research and Industrial by the City's General Plan. The adjacent parcels and general area of the project sites have similar zoning and land use designations.

Evaluation

a. Physically divide an established community?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As discussed in the project description, the project sites are limited to 9701 and 9750 Jeronimo Road and a pedestrian crossing traversing Jeronimo Road in Irvine, California. The proposed project would 1) include these parcels in the Rinker Health Science Campus Master Plan, 2) construct a 540-space parking lot at 9750 Jeronimo Road, 3) implement minor parking lot modifications and install new signage at 9701 Jeronimo Road, 4) construct a new pedestrian crossing over Jeronimo Road, 5) increase the student enrollment capacity of the campus from 500 to 906, and 6) increase the maximum number of staff/faculty employed on-site from 125 to 227. The proposed project does not include the introduction of any off-site roadways or uses that have the potential to physically divide an established community. With the exception of physical improvements made in the right-of-way of Jeronimo Road that would increase pedestrian access within the area, impacts from the proposed parking lot development and from the increase of student and staff activity on-site would be limited to the project sites and other Rinker Health Science Campus properties. Therefore, implementation of the project will not divide an existing established community and no impact will occur.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project is located within an area designated as Research and Industrial by the City's General Plan, and 5.4 General Industrial by the Irvine Zoning Ordinance. The Irvine Zoning Ordinance allows for private schools in the 5.4 General Industrial zoning district subject to issuance of a conditional use permit CUP). On October 23, 2013, the Irvine Zoning Administrator approved CUP 00561024-PCPM with Administrative Relief related to parking to allow for the operation of Rinker Health Science Campus at 9401 and 9501 Jeronimo Road. The proposed project consists of incorporating the 9701 and 9750 Jeronimo Road parcels into the campus, which requires approval of a Major Modification to the CUP by the Irvine Zoning Administrator. As part of the approval, the Zoning Administrator will need to make a finding that the project is consistent with the City's General Plan and Zoning Ordinance.

Part of the project includes requests for Administrative Relief from existing parking standards at the 9701 Jeronimo parcel. As with the previously approved CUP for the campus, the Administrative Relief request would allow for the continued use of existing compact parking stalls at the 9701 Jeronimo parcel. Of the 462 parking spaces on-site after restriping, 257 spaces comply with the City's parking space dimension standards, and 205 spaces are considered compact (i.e., measuring a minimum of 8 feet by 16 feet). Administrative Relief will also be requested to allow for some compact parking stalls to be up to 0.3 feet shallower than the City's compact parking stall size standard. After restriping, the site will also include parking to accommodate up to 16 motorcycle parking spaces.

With approval of the Administrative Relief requests, the parking lot at 9701 Jeronimo Road will comply with the applicable Zoning Ordinance parking standards. Since the requests for Administrative Relief do not conflict with a land use policy, plan, or regulation adopted with the intention of avoiding or mitigating an environmental effect, as it requests only the modification of dimensional standards for a private use and is permissible by the Irvine Zoning Ordinance, the proposed Administrative Relief requests will not cause substantial adverse environmental effects.

The project does not meet the criteria established for being a project of "statewide, regional, or areawide significance," and therefore does not meet the requirements of the Southern California Association of Governments (SCAG) for intergovernmental review. Therefore, a consistency analysis with regional planning programs is not required. The proposed project includes uses that are compatible with surrounding uses and those allowed within the 5.4 General Industrial zone, and will comply with the applicable provisions of the Zoning Ordinance, except Administrative Relief has been approved. Further, due to the location of the proposed project, it will not conflict with any applicable land use plan, policy, or regulation for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts would be less than significant.

XII. MINERAL RESOURCES**Setting**

The project is in Irvine, Orange County, California. According to the California Geological Survey (CGS) and the State Mining and Geology Board, there are no zones within the city that are classified as a likely or known location of aggregate mineral deposits. Per the GCS, the project sites are located in Mineral Resource Zone (MRZ) – 1, which is a designation that indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

Evaluation

a. Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project is in a zone designated by the CGS as MRZ-1, where no significant mineral deposits are present or likely to be present, or where it is judged by the CGS that little likelihood exists for their presence. Furthermore, the project sites are either developed or previously graded. Since the site is in the MRZ-1 zone and has been previously disturbed, no significant mineral resources are likely to be present. Therefore, the project would have no impacts.

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?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project is in a zone designated by the CGS as MRZ-1, where no significant mineral deposits are present or likely to be present, or where it is judged by the CGS that little likelihood exists for their presence. Furthermore, the project sites are either developed or previously graded. Since the site is in the MRZ-1 zone and has been previously disturbed, no significant mineral resources are likely to be present. Therefore, the project would have no impacts.

XIII. NOISE**Setting**

According to the City's General Plan, the most common form of noise in the city comes from mobile noise sources, namely: motor vehicles, railroads, and aircraft. Major sources of noise include three major freeways and one railroad line that traverse the city and generate high levels of noise that can impact surrounding areas. Aircraft activity as a result of John Wayne Airport also has the potential to significantly impact noise levels within the city. The project sites are not located within close proximity to a functioning rail line, freeway, or within a zone expected to be impacted by aircraft noise. The primary source of noise expected to impact the site is vehicular noise associated with automobile and truck travel along Jeronimo Road, as well as noise generated by activities that could be taking place within the project sites' industrial context.

Construction sources generate high noise levels for extended periods of time. The City's Noise Ordinance establishes the maximum permissible noise level which may intrude into a neighbor's property. The Noise Ordinance establishes noise level standards for various land use categories affected by stationary sources, regulates the timing of construction activities, and includes special provisions for sensitive receptors.

The project does not include any uses that would be considered noise-sensitive uses, nor does it propose any uses that would generate significant stationary or mobile noise levels. The addition of two new parcels to the existing Rinker Health Science Campus is consistent with existing office and industrial development in the area. Noise generating activities associated with the operation of the campus would be consistent with expected ambient noise levels in the area for an office and industrial setting.

Evaluation

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project may expose new students to noise generated by roadways and industrial noise related to land uses in the surrounding area; however, the project does not propose to introduce new noise-sensitive uses to the area, nor will the use of private school be inconsistent with the types of uses and noise levels already existing in the area. Table F-3 in the City of Irvine General Plan indicates a 2020 noise build-out of 151 feet from the centerline of Jeronimo Road to the 65db contour. However, no new structures (other than signage) will be placed this close to the Jeronimo Road centerline. Additionally, the project will not generate noise at levels in excess of standards established in the City's General Plan. During construction, people will be exposed to noise generated from construction activity. However, this noise would be temporary and would cease upon project completion. All construction-related noise would comply with the City's Noise Ordinance, regulating the timing of construction activities (i.e., hours limited to 7 a.m. to 7 p.m. during the week and 9 a.m. to 6 p.m. on Saturdays). Therefore, impacts would be less than significant.

b. Generation of excessive groundborne vibration or groundborne noise levels?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project could potentially generate groundborne noise and vibration during construction. However, the construction of the parking lot at the 9750 Jeronimo parcel will not include any pile drivers, which are a significant contributor to groundborne noise and vibration. Grading and exterior construction activities at the 9701 Jeronimo parcel and the pedestrian crossing would be minimal and no significant groundborne noise and vibration would occur. However, these construction-related impacts would be temporary and would cease upon completion of construction. The project is not located near any vibration-sensitive land uses that would suffer adverse substantial impacts as a result of groundbourne noise or vibration generated during construction. Therefore, potential impacts would be less than significant.

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Potentially Significant Impact <input type="checkbox"/>	Less Than Significant With Mitigation Incorporated <input type="checkbox"/>	Less Than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The project sites are not located within an airport land use plan, or within the vicinity of a private airstrip or within two miles of a public airport. The nearest airport is John Wayne Airport, located approximately nine miles northwest of the project sites. Therefore, no impact would occur.

XIV. POPULATION AND HOUSING**Setting**

The City of Irvine incorporated in 1971 and has since developed into a regional housing and employment center. The city is considered to be the largest master planned community in the United States. The majority of underdeveloped land in the city is privately owned by the Irvine Company, which performs extensive market research and phases construction of residential units according to market demand. As such, the city has a unique pace of population growth and housing development, when compared to most Orange County cities.

In 2010, the population of Irvine was 215,644 people. By the year 2035, Irvine is projected to grow by 29.1 percent, adding 88,598 individuals to the overall population. By comparison, Orange County as a whole is projected to grow 11.7 percent during the same time period.

Evaluation

a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project proposes to include the 9701 and 9750 Jeronimo Road parcels into the Rinker Health Science Campus. As indicated in the project description, the property at 9701 Jeronimo Road is an existing research and development building that would be repurposed for institutional uses. Since institutional uses are consistent with industrial uses according to the City's General Plan and Zoning Ordinance, impacts are expected to be similar for institutional and office uses. The property at 9750 Jeronimo Road would be developed into a 540-space parking lot that would serve the campus.

Implementation of the project would not result in direct or indirectly induced population growth or new home construction in the project vicinity as no increase in square footage is proposed. The project could introduce demand for commercial uses resulting from increased student enrollment and staff/faculty employment in the area; however, that would be offset by the reduction of research and development use and associated employees on the site, resulting in no increased demand. The project sites are in an urban context and is surrounded by existing research and development, commercial, and office developments. Therefore, no impact would occur.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project sites consist of an existing research and development building located at the 9701 Jeronimo Road parcel and a vacant, disturbed lot located at the 9750 Jeronimo Road parcel. There are no housing units on or proposed to be on the project sites. Therefore, implementation of the project would not displace people, necessitating the construction of housing elsewhere and no impact would occur.

XV. PUBLIC SERVICES**Setting**

The proposed project exists within in an area where public services are primarily provided by the City of Irvine. The Orange County Fire Authority (OCFA) provides fire protection services to the majority of the city. The Irvine Police Department (IPD) is responsible for services associated with the enforcement of local, state, and federal statutes, public safety and order maintenance activities on a daily basis, 24 hours a day. Public education services are provided by four separate school districts, Irvine Unified, Santa Ana Unified, Saddleback Valley Unified and Tustin Unified school districts, which serve the residents of Irvine. The Irvine Community Services Department provides park services for the city. The City of Irvine General Plan calls for the provision of library space that either meets or exceeds the Orange County Library Master Plan service level of 0.2 square feet per capita.

Evaluation

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?				
Schools?				
Parks?				
Other public facilities?				

As identified by the project description, implementation of the project would convert the 9701 Jeronimo parcel from a research and development to an institutional use and develop the 9750 Jeronimo parcel from a vacant lot to a parking lot that serves the Rinker Health Sciences Campus. The project will not directly or indirectly induce population growth within the city, and will therefore not impact the performance of schools, parks, libraries, and other public facilities. The project proposes the expansion of an existing school facility within the City of Irvine, which will provide the opportunity for improved access to higher educational facilities within the city. Additionally, the graduate student capacity of the campus would increase.

Implementation of the project will not cause a significant increased demand for public safety services, such as those provided by OCFA or IPD, above that of what would normally be expected for an institutional use and a parking lot. The project will comply with the Irvine Uniform Security Code, and all required OCFA regulations pertaining to an institutional use. The project does not include any new dwelling units or student housing; therefore, no impact will occur on City library facilities. Since an institutional use is consistent with the City's General Plan and Zoning Ordinance designations of Research and Industrial and 5.4 General Industrial, respectively, and the project does not include the construction of new square footage, demand for public safety and library services will not be significantly impacted as compared to the existing use. Therefore, impacts would be less than significant.

XVI. RECREATION**Setting**

City recreational facilities and services include regional parks, neighborhood parks, community parks and programs, an aquatic center, athletic complexes, a nature center, and a fine arts center. Irvine monitors the ratio of residents to acres of parkland within the City in order to maintain compliance with the City's Park Dedication Ordinance (Section 5-5-1004 of the Irvine Municipal Code). This ordinance includes City requirements for the dedication of parkland (comprised of land dedication, recreation improvements and/or payment of in-lieu fees) associated with new development at a ratio of five acres of parkland per 1,000 residents. The parkland dedication is divided between private and public parks throughout the city.

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?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project would not physically affect an existing recreational facility. The project consists of converting an existing research and development use to an institutional use, the development of a parking lot to provide parking for the institutional use, and the construction of a pedestrian crossing. Since no residential units are proposed and the project will not induce population growth, the project will not increase resident population within the City, nor would the increase student enrollment and staff/faculty employment have an impact upon recreational facilities in the surrounding area. Therefore, no impacts would occur.

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?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project does not include nor require the construction or expansion of recreational facilities, which could have adverse effects on the environment. Therefore, no impact would occur.

XVII. TRANSPORTATION**Setting**

The project sites are located within the City of Irvine at 9701 and 9750 Jeronimo Road, between the Jeronimo Road/Alton Parkway and Jeronimo Road/Goodyear intersections. The site is within an urban context and is surrounded by existing research and industrial uses. The project includes repurposing of an existing research and development use at 9701 Jeronimo Road to an institutional use (the building will be incorporated into the existing Rinker Health Sciences Campus). Also included are the construction of a 540-space parking lot at 9750 Jeronimo Road to serve the campus, an increase in enrollment from 500 to 906 students, an increase in the staff/faculty employed on-site from 125 to 227, and the construction of a pedestrian crossing over Jeronimo Road between the two parcels. Implementation of the project would incorporate the improvements into the Rinker Health Sciences Campus Master Plan.

Similar to the approved CUP for 9401 and 9501 Jeronimo Road (Rinker Health Sciences Campus Master Plan), the project includes a request for Administrative Relief for parking standards at the 9701 Jeronimo Road parcel that would allow the continued use of existing, non-conforming compact spaces. If Administrative Relief is approved, the continued use of the non-conforming compact parking spaces may be count towards the required parking spaces on site. Both project sites comply with all other parking standards identified in the Zoning Ordinance. Implementation of the project would result in 1,531 total parking spaces for the Rinker Health Sciences Campus.

Stantec Consulting Services Inc. performed a Site Access Analysis in December 2018 to analyze vehicular access to the project sites and determined the appropriate parking rate for the campus: 0.76 parking space per student, staff, or faculty member. The Site Access Analysis indicates a demand of 861 parking spaces for the project. As a result, the project will provide a surplus of 618 spaces above the established parking rate. The Site Access Analysis also includes a Synchronization Study that analyzes the traffic flow along Jeronimo Road as a result of the proposed pedestrian crossing.

Evaluation

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project would not conflict with adopted policies, plans, or programs supporting alternative transportation. The state's CALGreen Code and the Irvine Zoning require the installation of bicycle racks on-site. The proposal includes the installation of bicycle racks that will meet or exceed the requirements of both the state and the city. A bus route currently exists along Jeronimo Road (OCTA Route 86) that has several stops within the vicinity of the campus; however, new improvements will not impact the route. All other applicable plans and regulations will be met as part of the plan check process, and impacts would be less than significant.

b. Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Guideline 15064.3 (b) indicates criteria for analyzing transportation impacts in terms of vehicle miles traveled. The project includes the conversion of the 9701 Jeronimo parcel from a research and development to an institutional use, the development of the 9750 Jeronimo parcel from a vacant lot to a parking lot that serves the Rinker Health Sciences Campus. The proposal includes increasing the total enrollment on the campus from 500 to 906 students. Although this would cause an increase to the overall vehicle miles traveled, these are offset by the reduction of 126,754 square feet of office uses. Furthermore, Chapman University provides shuttle service from the campus to the Irvine Station, approximately 1.25 miles west of the campus. The Irvine Station provides a direct connection to the main campus in Orange via Metrolink heavy rail, as well as the cities of Los Angeles, Riverside, San Bernardino, and Oceanside. Additionally, the project is located along OCTA route 86, which provides direct public transit access to Mission Viejo, Lake Forest, the Irvine Civic Center, John Wayne Airport, and South Coast Plaza. Therefore, the project will not generate a need for substantially higher vehicle miles traveled above that of the existing use, and the impacts shall be less than significant.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project could potentially increase hazards due to the construction of a new pedestrian crossing connecting the 9701 and 9750 Jeronimo parcels. However, the pedestrian crossing will include the installation of an overhead Pedestrian Hybrid Beacon (PHB), which will require traffic to stop when the PHB is activated. As indicated in the Synchronization Study, the frequency of the anticipated pedestrian crossing combined with the activation duration of the PHB, will not introduce any impacts during the peak hour, including queuing at the Goodyear/Jeronimo intersection or at any of the neighboring driveways. Additionally, a median will be installed with a landscape barrier between Goodyear and the proposed pedestrian crossing to deter illegal pedestrian crossing outside of the designated crosswalks in the area. Furthermore, the campus will include a shuttle service to transport students to between the new parking lot and 9401, 9501, and 9701 Jeronimo Road to further minimize potential conflicts of the pedestrian crossing.

The design of the proposed parking lot at 9750 Jeronimo Road will only allow for right turns out of the parcel and the 9701 Jeronimo Road parcel entrance onto Jeronimo Road will be reconfigured to only allow right turns out to reduce potential conflicts with the proposed pedestrian crossing. With these driveway reconfigurations, the project will not create a traffic hazard or any incompatible uses in the area and the project's impacts would be less than significant.

d. Result in inadequate emergency access?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project consists of converting an existing research and development use to an institutional use, the development of a parking lot to provide parking for the institutional use, and the construction of a pedestrian crossing. No significant alterations will occur on the 9701 Jeronimo parcel and no impacts will occur to emergency access for that site. The proposed pedestrian crossing will include a new PHB, however, no additional alterations will occur to Jeronimo Road and the flow of traffic will not be impacted. The 9750 Jeronimo parcel driveway will include one ingress lane and two egress lanes. Should emergency personnel need to access this parcel, the three-lane ingress/egress driveway would provide adequate emergency access. Furthermore, the design of the proposed driveway for the 9750 Jeronimo parcel meets the City's Transportation Design Procedure (TDP) No. 14 (driveway length). The project does not include any modifications to the existing transportation infrastructure that would impede access to emergency vehicles or personnel, and provides adequate emergency access to the project sites. Therefore, impacts would be less than significant.

XVIII. TRIBAL CULTURAL RESOURCES**Setting**

Impacts to Tribal Resources are managed in accordance with AB 52, Native Americans: California Environmental Quality Act, and applies to projects filing notice on or after July 1, 2015. AB 52 requires projects consult with California Native American Tribes that have requested notification for developments taking place in geographic areas with which the tribe is historically, traditionally, and culturally affiliated. The consultation process is intended to protect tribal cultural resources defined as a site, feature, place, cultural landscape that is geographically defined in terms of the size and the scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, from substantial adverse changes.

On January 25, 2019, the City of Irvine sent request for consultation letters via certified mail to all nine tribes on the City's list pursuant to AB 52. The request for consultation period was open for a period of 30 days (through February 25, 2019). The City did not receive any requests for consultation from any tribe.

Evaluation

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				

Construction and activities associated with the operation of the project would not cause a substantial adverse change in the significance of a tribal cultural resource. As is required by Irvine as a standard condition of approval for projects that involve ground disturbance, a paleontologist and/or archaeologist must be on call during grading activities when there is a potential for resource to be uncovered. However, the project area is comprised of either a developed parcel (9701 Jeronimo Road) or a previously disturbed parcel (9750 Jeronimo Road) surrounded by predominantly urban and light industrial development and no tribal cultural resources are known or expected to be present. With the incorporation of the City's standard grading conditions of approval, impacts will be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As described in a.i, above, the project area is comprised of either a developed parcel (9701 Jeronimo Road) or a previously disturbed parcel (9750 Jeronimo Road) surrounded by predominantly urban and light industrial development and no tribal cultural resources are known or expected to be present. Consultation request letters were mailed to all nine tribes on the City's list and no requests for consultations were received. Therefore, impacts will be less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS**Setting**

Utilities and services are typically provided by public, quasi-public, and privately-owned service providers. Water supply and wastewater collection services are provided to the project sites by the Irvine Ranch Water District (IRWD). Irvine is within the Santa Ana Regional Water Quality Control Board (SARWQCB) jurisdictional area, and the project will be subject to standards established by this agency. The Orange County Integrated Waste Management Department owns and operates three landfills that serve the needs of Orange County. Certain regulations exist for the recycling of construction waste during the construction process. Energy is supplied to the project sites by Southern California Edison (SCE), natural gas is provided by the Southern California Gas Company (SCG).

Evaluation

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project would not require the expansion of existing or construction of new water or wastewater treatment facilities. The project includes the conversion of an office use to an institutional use at the 9701 Jeronimo parcel, which would have a negligible impact upon existing water and wastewater facilities as no additional square footage is proposed on that site. The 9750 parcel and the proposed pedestrian crossing do not include the construction of any primary structures, water, or wastewater treatment facilities. Therefore, impacts would be less than significant.

The project consists of converting an existing research and development use to an institutional use, the development of a parking lot to provide parking for the institutional use, and the construction of a pedestrian crossing. Storm water facilities already serve the 9701 and 9750 Jeronimo parcels and Jeronimo Road right-of-way. It is not anticipated that the improvements to the 9701 Jeronimo parcel and the proposed pedestrian crossing will increase the impervious surface on-site and no new off-site storm water drainage facilities would be required. The 9750 Jeronimo parcel will convert an existing vacant site to a 540-space parking lot. The impervious surface area will increase, however current state, SARWQCB, and Irvine regulations will require that flows into the storm drain system will not exceed existing flows. Therefore, the project would not result in significant impacts to off-site existing infrastructure that would cause the need for expansion of these facilities or require the construction of new facilities and impacts would be less than significant.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IRWD's 2015 UWMP identifies available existing and planned sources of water available to the IRWD through the year 2035. With existing available supplies and the completion of supplies currently under development, the total water supplies available to the IRWD during normal, single-dry, and multiple-dry years through 2035 would exceed the projected water demand by a minimum of 30,000 acre-feet (af). The project includes the conversion of an office use to an institutional use at the 9701 Jeronimo parcel, which would have a negligible impact upon existing water demand as no additional square footage is proposed on that site. The 9750 parcel and the proposed pedestrian crossing do not include the construction of any structures. The irrigated landscape area will increase slightly (approximately two-thirds of an acre), however, all new landscape will comply with the City's Sustainability in Landscaping code (Title 5, Division 7) and the Sustainable Landscaping Guideline Manual, which include policies and provisions to conserve landscape water. Since IRWD has adequate water capacity and the increased water demand from the project would be negligible, impacts would be less than significant.

c. Result in a determination by the waste water 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?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project consists of converting an existing research and development use to an institutional use, the development of a parking lot to provide parking for the institutional use, and the construction of a pedestrian crossing. No new wastewater connections are proposed as part of the project. Therefore, no impact would occur.

d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project sites would be served by the Frank Bowerman landfill (11002 Bee Canyon Access Rd, Irvine) for the disposal of solid wastes generated during construction and operation of the campus. The solid waste generated by the construction phase of the project would be temporary, would cease upon completion of construction, and would comply with Irvine's Construction and Demolition Debris Recycling Ordinance, which requires a minimum of 50 percent of the construction waste to be recycled. Since no square footage increase is proposed as part of the project and the change in use from research and development to institutional is offset, the project will not result in a significant increase in solid waste disposal needs. Therefore, impacts are less than significant.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project construction and operation will comply with Irvine's Construction and Demolition Debris Recycling Ordinance, as well as any other applicable federal, state, and local statutes. Therefore, no impact would occur.

XX. WILDFIRE**Setting**

CAL Fire and the City's Safety Element identify areas of the City that are in high fire hazard areas, or Very High Fire Hazard Severity Zones (VHFHSZ). These are areas with large quantities of combustible vegetation, poor access for fire apparatus, and/or lack adequate water supply for fire protection. The OCFA provides fire protection services to the City of Irvine. Development adjoining grass-covered, brush covered or chaparral-covered land, canyons, foothills, mountains, non-irrigated former farming areas, and other lands containing combustible vegetation requires modification of natural vegetation at the urban interface, referred to as fuel modification, to reduce the potential for loss of structures during wind driven wildfires.

The project sites are located near the southeastern edge of the City of Irvine. The nearest VHFHSZ is located approximately 1.5 miles to the northeast, just north of the Musick Jail.

Evaluation

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project consists of converting an existing research and development use to an institutional use, the development of a parking lot to provide parking for the institutional use, and the construction of a pedestrian crossing, which would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan. Therefore, no impact would occur.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project sites are located approximately 1.5 miles from a VHFHSZ, and the project would not exacerbate wildfire risks, or expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, the impact is less than significant.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project consists of converting an existing research and development use to an institutional use, the development of a parking lot to provide parking for the institutional use, and the construction of a pedestrian crossing within an existing suburban setting, which would not require the installation or maintenance of associated infrastructure that would exacerbate fire risks. Therefore, no impact would occur.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project consists of converting an existing research and development use to an institutional use, the development of a parking lot to provide parking for the institutional use, and the construction of a pedestrian crossing within an existing suburban setting, which would not require the installation or maintenance of associated infrastructure that would exacerbate fire risks. Therefore, no impact would occur.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

a. Does the project have the potential to substantially 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, substantially 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?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The preceding analysis does not reveal any unmitigable impacts to the environment. The project consists of converting an existing research and development use to an institutional use, the development of a parking lot to provide parking for the institutional use, and the construction of a pedestrian crossing. The project would be constructed within developed areas and would be designed in a similar manner to the existing campus. Although the 9750 Jeronimo parcel is adjacent to a channelized portion of Serrano Creek, that site is already disturbed with no significant habitat or vegetation. Existing vegetation on the project sites consists of ornamental species associated with typical Southern California landscaping. No known protected species are anticipated to be located in the channelized Serrano Creek adjacent to the 9750 Jeronimo parcel.

Existing trees on-site could potentially provide nesting habitat for birds and raptor species and would need to be avoided during the breeding season to prevent impacts from occurring. If the breeding season cannot be avoided, the contractor shall retain a qualified ornithologist to initiate the surveys of the construction zone 30 days prior to the initiation of construction and weekly thereafter, with the last survey occurring not more than three days prior to the initiation of construction to minimize the potential for nesting following the survey and prior to construction. Therefore, potential impacts would be less than significant with the implementation of Mitigation Measure BR-1.

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.)	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Cumulative impacts can occur when independent impacts of the project are themselves insignificant, but when combined with impacts from other projects in proximity associated with the proposed project, become substantial or potentially significant impacts requiring mitigation. The proposed project is associated with the prior approval of a CUP for 9401 and 9501 Jeronimo Road. As with these sites, implementation of this project involves the conversion of an existing research and development use to an institutional use and would not cause new, significant impacts as compared to that of the existing use. The construction of a 540-space parking lot at 9750 Jeronimo Road does not cause significant impacts independently, but could cause significant impacts should the capacity of the increase beyond the intensity identified in this MND. Chapman University's future plans include incorporation of three other properties into the Rinker Health Science Campus Master Plan (14725 Alton Parkway, 1 Hughes, 3 Hughes). It is anticipated that the parking lot at 9750 Jeronimo Road would serve as a parking lot for these properties. However, as these properties are brought into the campus master plan, their existing research and development or office use intensity would decrease in place of institutional uses, similar to the proposed project and the previous 9401 and 9501 Jeronimo Road project. Additionally, the Irvine will require traffic analysis be completed to determine if the change in use would create a significant impact. Mitigation, if necessary, would be proposed at a future date to ensure that all potential impacts are reduced to a less than significant level. At this time, it is not anticipated that any impacts would be significant on an individual or cumulative level and therefore, impacts are less than significant.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project sites are located in a previously developed area with research and development uses. The proposed institutional uses and intensity of the project are similar and consistent with existing, adjacent development, and implementation of the project would not cause significant adverse environmental effects upon human beings, either directly or indirectly. Therefore, impacts would be less than significant.

LIST OF PREPARES

KTGY Architecture + Planning

Ken Ryan, Principal

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Andrew Levins, Planner

Jasmin Torres, Planning Associate

SOURCES

California Air Pollution Control Officers Association (CAPCOA)

2016 California Emissions Estimator Model, Version 2016.3.2

CAL Fire

2011 Very High Fire Hazard Severity Zone (VHFHSZ) Maps

City of Irvine

2018 Zoning Ordinance

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2015 General Plan

2012 CEQA Manual

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2016 2015 Urban Water Management Plan

Natural Resources Conservation Service

2018 Orange County Soil Survey

Stantec Consulting Services, Inc.

2018 Chapman University Rinker Health Science Campus Access Analysis

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