

Attachment to Notice of Exemption

Killybrooke Elementary School Improvement Project

Newport-Mesa Unified School District

SUPPLEMENTAL INFORMATION

Killybrooke Elementary School (ES) is one of twenty-two elementary schools within the Newport-Mesa Unified School District (NMUSD or District) and serves students from Transitional Kindergarten (TK) to 6th grade. The District is proposing the following improvements and additions: upgrading the Administration building, converting two existing classrooms to TK classrooms, and two other classrooms to new uses; constructing of five attached restrooms, four modular classrooms, a modular restroom building, and a shade structure; and extending the fencing to create a new shared TK/K area (proposed project). This supplemental information provides justification for the Categorical Exemption pursuant to the California Environmental Quality Act (CEQA) Guidelines under California Code of Regulations, Title 14, Section 15301, Section 15303, and Section 15314.

1. EXISTING CONDITIONS

PROJECT LOCATION

The Killybrooke ES campus (campus) is at 3155 Killybrooke Lane (Assessor Parcel Number [APN] 141-021-02), in the City of Costa Mesa, Orange County (project site). The City of Costa Mesa is surrounded by the City of Huntington Beach to the west, the City of Fountain Valley to the northwest, the City of Santa Ana to the north, the City of Irvine and unincorporated Orange County to the east, and City of Newport Beach and unincorporated Orange County to the south. The project site is approximately 0.15 miles south of Interstate 405 (I-405), approximately 1 mile east of State Route 73 (SR-73), and approximately 2 miles east of State Route 55 (SR-55).

Killybrooke ES is bound by College Avenue to the west, residential uses to the north, Killybrooke Lane to the east and Halecrest Park to the south (see Figure 1, *Local Vicinity*).

SURROUNDING LAND USES

The campus is in a residential neighborhood of Costa Mesa. The project site is surrounded by R1 - Single-Family Residential (R-1) to the north and east, R2 - MD Multiple-Family Residential, Medium Residential (R2) to the west, and I&R - Institutional & Recreational (I&R) uses to the south.

EXISTING CONDITIONS

Killybrooke ES is a TK – 6th grade elementary school, with an enrollment of 442 students as of the 2022-2023 school year (Ed Data 2023). Killybrooke ES consist of 26 classrooms; a multi-purpose building; a solar structure; a pick-up and drop off driveway with a parking lot; a kindergarten playground with play structures; a multipurpose field; various play structures and a school blacktop with painted athletic courts (i.e., foursquare, basketball courts, tetherball and tennis courts); and two handball courts.

Vehicular access to the campus is currently provided by Killybrooke Lane via a pick-up and drop off driveway with a parking lot stretching across the eastern portion of campus.

DISTRICT

The Newport-Mesa Unified School District provides school services to the Cities of Newport Beach and Costa Mesa. The District includes 12 preschools, 22 elementary schools, nine secondary schools (middle and high schools), and one adult education school. Districtwide enrollment in the 2023-2024 school year was 17,816 students (Ed Data 2023).

2. PROJECT DESCRIPTION

The proposed project would convert two existing classrooms to TK classrooms to accommodate the incoming TK students. One of the new TK classrooms would be located in Room 6, of Building 7 on the north side of the campus. The other new TK classroom would be located in Room 10, of Building 7 across from the previously mentioned new TK classroom and Room 9, Building 7, which houses one of the kindergarten classrooms. Additionally, four new modular classrooms and a modular restroom will be constructed just south of the new TK classroom located in Room 10, of Building 7.

The existing restrooms would be upgraded to accommodate TK/K uses, and five new restrooms would be constructed which would be attached to existing TK/K and preschool classrooms including one of the converted TK classrooms. A new shade structure would be constructed near the existing kindergarten play area. The project would require the removal of existing fencing to extend and enclose the new shared TK/K area. Additionally, two classrooms at the south of campus would receive a new use while the proposed project would increase student enrollment of TK students by 40.

Other project activities would include improving the existing Administration building that is located on the eastern side of the campus, adjacent to the parking lot. These improvements would include internal upgrades such as finishing and technology upgrades. Another part of the project will include building a shade structure over the TK/K playground and play area as well as extending the existing fence to create a new shared TK/K area (see Figure 2, *Killybrooke Elementary School Site Plan*).

CONSTRUCTION

Construction would occur approximately over 8 weeks during Summer 2024; between June and August 2024. Once construction begins, all construction equipment and workers would be located within the boundaries of the project site and contractors would adhere to construction noise regulations to avoid disruption to campus operations.

3. REASONS WHY THE PROJECT IS EXEMPT

The proposed project is exempt from further environmental review under the requirements of the California Environmental Quality Act (Public Resources Code §§ 21000 et seq.) because it is consistent with Class 1, Class 3, and Class 14 exemptions.

- » **Class 1, Existing Facilities (CEQA Guidelines § 15301)** consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing or former use. The key consideration is whether the project involves negligible or no expansion of an existing use.

The proposed improvements to the existing administration building facilities, restrooms and converting four classrooms uses on campus are exempt from CEQA under Class 1, *Existing Facilities* (Section 15301). Improvements to the administration building would include finishing and technology upgrades. The existing classroom restrooms would be upgraded to accommodate TK/K uses. Additionally, the four existing classrooms would be converted to different classroom uses; however, they would still function as educational facilities on campus. The improvements would not alter the basic functions of the facilities and would not increase student capacity. Thus, the proposed project would be exempt from CEQA review pursuant to CEQA Guidelines Section 15301.

- » **Class 3, New Construction or Conversion of Small Structures (CEQA Guidelines § 15303)** consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only

minor modifications are made in the exterior of the structure. The numbers of structures described in this section are the maximum allowable on any legal parcel.

The proposed construction of a lunch shade structure, fencing are exempt from CEQA under Class 3, *New Construction or Conversion of Small Structures* (Section 15303). The proposed shade structures and fencing are small new structures that will be located within the school campus. The shade structures and fencing improvements will create an enlarged TK/K area on campus to serve students on campus and not increase student capacity; the project is exempt from CEQA under Section 15303.

- » **Class 14, Minor Additions to Schools (CEQA Guidelines 15314).** Class 14 consists of minor additions to existing schools within existing school grounds where the addition does not increase original student capacity by more than 25 percent or ten classrooms, whichever is less. The addition of portable classrooms is included in this exemption.

The proposed construction of four modular classroom buildings, a modular restroom and five attached restrooms is exempt from CEQA under class 14, Minor Additions to Schools (Section 15314). The four new modular classroom buildings will be located within the school campus and will increase the total number of classrooms by four and would not increase student capacity by more than 25 percent. The modular restroom building, and five attached restrooms would be required to accommodate the TK/K program and existing students on campus; and would not itself increase student capacity on campus. Additionally, the student population will increase by 40 students, which is an approximately 9 percent increase in the student population. Consequently, the project would not increase student capacity by more than 25 percent. As a result of the new buildings being located within the same campus and will not increase the school classrooms by ten nor increase student capacity by 25 percent or more, the project is exempt from CEQA under Section 15314.

Therefore, the proposed project would not alter or expand the existing school use, would not substantially increase student capacity, and would only make minor modifications to the existing campus. No off-campus improvements would occur.

4. REVIEW OF EXCEPTIONS TO THE CATEGORICAL EXEMPTION

The proposed project has been reviewed under CEQA Guidelines § 15300.2 - Exceptions, for any characteristics or circumstances that might invalidate findings that the proposed project is exempt from CEQA. Each exception is listed below followed by an assessment of whether that exception applies to the proposed project.

- (a) **Location.** Classes 3,4,5,6 and 11 are qualified by consideration of where the project would be located—a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may have an impact on an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law by federal, state, or local agencies.

The project site is completely within the Killybrooke campus, which is surrounded by residential properties and public facilities. The campus has buildings, asphalt hardcourts and parking lots, concrete driveways and walkways, playgrounds, and ornamental landscaping. According to the Critical Habitat for Endanger Species mapper, there are no critical habitats identified on campus or in the vicinity of campus (FWS 2022). Additionally, due to the school's developed nature, it does not contain any sensitive biological species or habitat. No mapped wetlands exist on the site (FWS 2024). Therefore, this exception does not apply to the proposed project.

- (b) **Cumulative Impacts.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The proposed improvements are the only known and planned improvements to the campus during the planned construction. There are no other known successive projects—planned, approved, or under construction—of the same type at and/or near the project site that when combined with the proposed project would result in a cumulative environmental impact. This exception does not apply to the proposed project.

- (c) **Significant Effects.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

There is no reasonable possibility that the proposed project would have a significant effect on the environment due to unusual circumstances. The construction manager would execute construction activities per current local, state, and federal laws, regulations, construction Best Management Practices (BMPs), District standards, and guidelines.

TRANSPORTATION

Killybrooke Elementary School is located on the west side of Killybrooke Lane in Costa Mesa. The school has a parking lot adjacent to Killybrooke Lane and the parking lot has a bus loading/unloading zone adjacent to the school buildings on the west side of the parking lot. The parking lot does not have a designated student drop-off/pick-up zone; however, some parents use the west side of the parking lot for drop-offs and pick-ups if buses are not present. The parking lot is primarily designated for staff parking.

There are three driveways that provide access to the parking lot. The north driveway is an entrance-only driveway that is designated as a bus-only driveway when buses are present. The middle driveway is for entering and exiting, while the south driveway is an exit-only driveway located midway between Stonefield Street and Belfast Avenue. The parking lot has a one-way southbound circulation pattern. The existing parking lot and access driveways will not be modified in conjunction with the program to increase the number of TK students at the school.

Killybrooke Lane is a two-lane local residential street that extends from Watson Avenue on the south to Garlingford Street on the north. On-street parking is provided along both sides of the street and these areas can be used for student drop-offs/pick-ups.

With regard to pedestrian access and circulation, sidewalks are provided on both sides of Killybrooke Lane and there are yellow school-area crosswalks at the intersections of Killybrooke Lane at Stonefield Street, Killybrooke Lane at Belfast Avenue, and Killybrooke Lane at Watson Avenue. The Killybrooke/Stonefield intersection has a stop sign on the Stonefield Street approach to the intersection. The crosswalk across Killybrooke Lane continues westerly to cross the circulation aisle of the school’s parking lot to provide a direct pedestrian connection between the school grounds and the public sidewalks. The Killybrooke/Belfast intersection has three-way stop signs and the Killybrooke/Watson intersection has four-way stop signs. An on-site sidewalk is in place along the west edge of the parking lot. It does not have a connection to the public sidewalk other than the painted crosswalk across the parking lot’s circulation aisle. The expanded TK program will result in a minor increase (9 percent) in school-generated traffic volumes during the peak arrival and departure times.

Table 1 Generated Traffic Volumes – Killybrooke Elementary School

Scenario	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Trip Generation Rates (trips per student)	1.50	54%	46%	0.90	46%	54%
Generated Traffic Volumes						
Existing – 362 Students						
Increase – 40 Students	663	358	305	398	183	215
Proposed – 402 Students	60	32	28	36	17	19

Table 1 Generated Traffic Volumes – Killybrooke Elementary School

	723	390	333	434	200	234
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Source: Newport-Mesa Unified School District Focused Access/Circulation Analysis (Appendix A)

Table 1, *Generated Traffic Volumes – Killybrooke Elementary School*, above, states that the existing school currently generates approximately 663 vehicle trips during the AM peak hour. This will increase to 723 trips per hour with the additional 40 TK students, which is an increase of 60 trips (32 inbound trips and 28 outbound trips). The Access/Circulation Analysis (Appendix A) provided the following findings:

- The new modular buildings, play area and shade structure as well as fencing would not have any adverse effects on traffic or pedestrian access, circulation or parking.
- The on-site crosswalk across the parking lot circulation aisle and the adjacent school area crosswalk across Killybrooke Lane will continue to provide the opportunity for pedestrians approaching the school to enter and exit the school site along a clearly marked travel path while crossing vehicular travel routes.
- The number of vehicular turning movements into and out of the school driveways from Killybrooke Lane and the number of vehicles stopped on Killybrooke Lane for student drop-offs and pick-ups would increase by approximately 9 percent. This increase would not result in a significant impact. There are currently congested conditions and vehicle queuing as parents line up in both directions to enter the driveway or stop on the street, which is typical for elementary schools. The 9 percent increase in students and traffic volumes would not noticeably change this situation.
- The emergency vehicle access route between Killybrooke Lane and the rear of the school buildings, which currently runs through the parking lot and an on-site maintenance/ emergency access road on the south side of the school buildings, would not be modified by the project, therefore the emergency access to the playground areas, paved courts, and all of the school buildings would remain intact.

In summary, the additional TK students at Killybrooke ES would have no significant adverse impacts on vehicular or pedestrian access, circulation, and safety at the school.

- (d) **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings or similar resources, within a highway officially designated as a state scenic highway.

There are no designated State scenic highways near the project site. According to the California Department of Transportation (Caltrans) California Scenic Highway Mapping System, the nearest officially designated state scenic highway is State Route 91 (SR-91) in the City of Anaheim, approximately 15 miles northeast of the project site. Additionally, the nearest highway that is eligible for a state scenic highway designation is State Route 1 (SR-1), California Pacific Coast Highway, approximately 4.5 miles southeast of the project site (Caltrans 2023). The proposed project would not affect these highways or scenic resources along any scenic highways. Therefore, this exception does not apply to the proposed project.

- (e) **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Government Code § 65962.5.

California Government Code Section 65962.5 requires the compiling of lists of the following types of hazardous materials sites: hazardous waste facilities subject to corrective action; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated.

Five environmental databases were searched for hazardous materials sites on the site and within a quarter mile radius:

- » EnviroStor. Department of Toxic Substances Control (DTSC 2024)
- » GeoTracker. State Water Resources Control Board (SWRCB 2024)
- » EJScreen. US Environmental Protection Agency (USEPA 2024a)
- » EnviroMapper. US Environmental Protection Agency (USEPA 2024b)
- » Solid Waste Information System. California Department of Resources Recycling and Recovery (CalRecycle 2024)

Table 2 Hazardous Waste Sites within 0.25 miles

Site Address	Database	Identifier	Cleanup Status	Proximity to Site
Chevron #9-4660 3190 Habor Boulevard, Costa Mesa, CA	GeoTracker	LUST Cleanup Site (T0605900914)	Completed – Case Closed (March 1997)	1,160 feet northwest
		LUST Cleanup Site (T0605998652)	Completed – Case Closed (October 2002)	
1340 Garlingsord Street, Costa Mesa, CA (CAC003018139)	EnviroMapper	Asbestos	Inactive (expired: 9/3/2019)	350 feet North
Mesa Water Reliability Facility, 1350 Gisler Avenue, Costa Mesa, CA (CAL000390631)	EnviroMapper	Waste Sodium hydroxide, Waste Corrosive Asid, Waste Corrosive Laquid	Active	400 feet North
3158 Sharon Place, Costa Mesa, CA (CAC003020810)	EnviroMapper	N/A	Inactive (expired: 9/20/2019)	500 feet Northeast
1379 Watson Avenue, Costa Mesa, CA (CAC002992477)	EnviroMapper	Asbestos	Inactive (expired: 3/11/2019)	600 feet Southwest
3121 Killarney Lane, Costa Mesa, CA (CAC002981694)	EnviroMapper	Asbestos	Inactive (expired: 12/24/2018)	810 feet East
1440 Deauville Place, Costa Mesa, CA (CAC003016256)	EnviroMapper	Asbestos	Inactive (expired: 8/21/2019)	900 feet West
1450 Deauville Place, Costa Mesa, CA (CAC003007961)	EnviroMapper	Asbestos	Inactive (expired: 6/18/2019)	900 feet West
3200 Harbor Boulevard, Costa Mesa, CA	EnviroMapper	Non-RCRA Hazardous Waste Solids, Absorbents contaminated with Oil	Inactive (expired: 6/30/2023)	950 feet Northwest
3115 Killareny Lane, Costa Mesa, CA	EnviroMapper	N/A	Inactive (expired: 5/2/2019)	1000 feet East

Table 2 Hazardous Waste Sites within 0.25 miles

(CAC002999075)				
1431 Shamrock Lane, Costa Mesa, CA (CAC003008785)	EnviroMapper	Asbestos	Inactive (expired: 7/4/2019)	1,050 feet Southwest
3090 Fernheath Lane, Costa Mesa, CA (CAC003019795)	EnviroMapper	Asbestos	Inactive (expired: 6/14/2019)	1,280 feet Southwest

Source: SWRCB 2024, USEPA 2024b

No hazardous materials sites were identified on Killybrooke ES. Twelve sites were identified within 0.25 miles of Killybrooke ES (see Table 2, *Hazardous Waste Sites within 0.25 miles*). GeoTracker identified two Leaking Underground Storage Tank (LUST) cleanup sites at 3190 Harbor Boulevard, Costa Mesa a Gas station. The LUST Cleanup sites are identified as completed and case closed as of March 1997 and October 2002, respectively; and thus, would not affect the proposed project (SWRCB 2024). EnviroMapper identified a total of eleven hazardous materials sites within 0.25 miles of Killybrooke ES. Ten of the sites are inactive and would not affect the proposed project (USEPA 2024b). The Mesa Water Reliability Facility at 1350 Gisler Avenue, Costa Mesa is an active site. However, the hazardous materials were disposed of in accordance to state and federal policy and are typical for a water reliability facility, thus would not affect the proposed project (USEPA 2024b). The project site and its surroundings are not identified in any of the other databases and are not identified as a hazardous materials sites pursuant to Government Code Section 65962.5. Therefore, the proposed project would not create a hazard to the public. This exception does not apply to the proposed project.

- (f) **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of historical resources. Under Public Resource Code § 21084.1, a historical resource is a resource listed in or determined to be eligible for listing in the California Register of Historical Resources. Additionally, historical resources included in a local register of historical resources are presumed to be historically or culturally significant, and a lead agency can determine whether the resource may be an historical resource.

Killybrooke ES is not listed on the National Register of Historic Places, a California Historical Landmark, California Point of Historical Interest nor is a listed historic resource within a 0.25-mile radius of the project site (NPS 2024; OHP 2024). Neither the school nor any adjoining property are listed as historic resources or potential historic resources by the City of Costa Mesa. No historical resources have been identified on-site during preparation of this Notice of Exemption, and the historical sites exception would not apply to the proposed project.

5. CONCLUSION

The proposed project at the Killybrooke ES is exempt from CEQA review pursuant to CEQA Guidelines Section 15301, 15303, and 15314. As substantiated in this document, the proposed project would not meet the conditions specified in § 15300.2, Exceptions, of the CEQA Guidelines, and the proposed project is categorically exempt under Class 1, Class 3, and Class 14.

6. REFERENCES

California Department of Resources Recycling and Recovery (CalRecycle). 2024. SWIS Facility/Site Search.

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California Department of Transportation (Caltrans). 2024. California Highway System.

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Education Data Partnership (Ed Data). 2023. Newport-Mesa Unified. <https://www.ed-data.org/district/Orange/Newport--Mesa-Unified>.

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<https://ohp.parks.ca.gov/ListedResources/?view=county&criteria=19>

Office of Historic Preservation (OHP). 2024b. California Historical Landmarks.
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<https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=6501+Passons+Blvd%2C+Pico+Rivera%2C+CA+90660#>

US Environmental Protection Agency (USEPA). 2024a. EJSCREEN. <https://ejscreen.epa.gov/mapper/>.

US Environmental Protection Agency (USEPA). 2024b. EnviroMapper for EnviroFacts.
<https://www3.epa.gov/enviro/index.html>.

U.S. Fish & Wildlife Service (FWS). 2022, December 9. Critical Habitat for Threatened & endangered Species – Mapper.
<https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77>

U.S. Fish & Wildlife Service (FWS). 2024. National Wetlands Inventory – Wetlands Mapper.
<https://www.fws.gov/wetlands/data/mapper.HTML>.

FIGURES

Figure 1 Local Vicinity

Figure 2 Killybrooke Elementary School Site Plan

APPENDICES

Appendix A Newport-Mesa Unified School District Focused Access/Circulation Analysis

Figure 1 - Local Vicinity



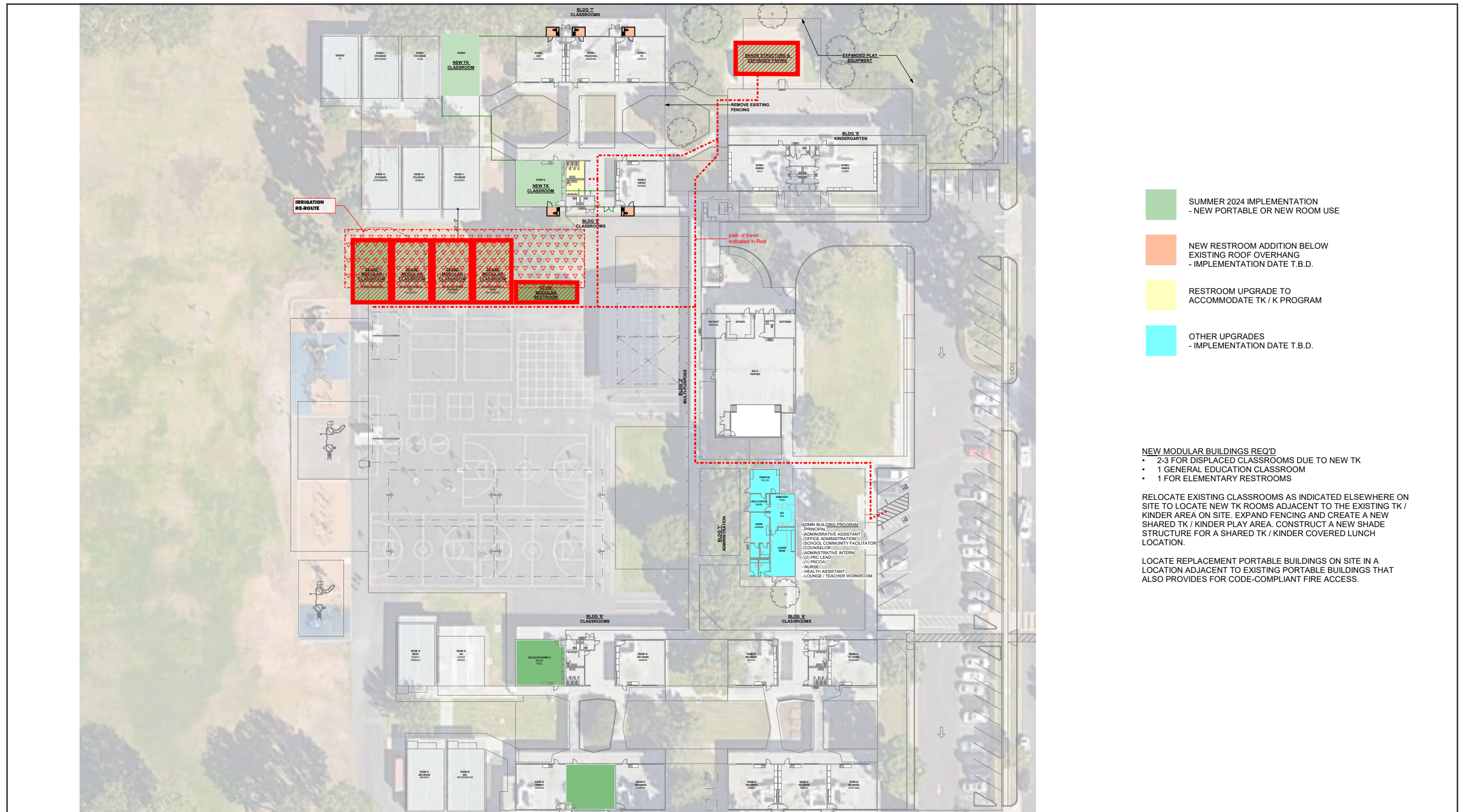
— Killybrooke Elementary School Boundary

0 300
Scale (Feet)



Source: Nearmap 2024.

Figure 2 - Killybrooke Elementary School Site Plan



**ADDITIONAL CLASSROOMS AT 5 ELEMENTARY SCHOOLS
NEWPORT-MESA UNIFIED SCHOOL DISTRICT
FOCUSED ACCESS/CIRCULATION ANALYSIS**

Prepared for: Newport-Mesa Unified School District and PlaceWorks

Prepared by: Garland Associates – Traffic/Transportation Consultants

Date: February 12, 2024

Introduction and Project Description

Newport-Mesa Unified School District is planning to add Transitional Kindergarten (TK) classrooms to five of the existing elementary schools in the District. The new TK classrooms will occupy existing classrooms at each school and the displaced classrooms will be relocated to new modular buildings. The program also includes expansions/modifications of the TK/K play areas, new shade structures, and fencing. This expanded TK program will result in an increase in the number of students at each of the schools.

The schools that are included in the expanded TK program are listed in Table 1. The table shows the number of current students at each school, the additional number of TK classrooms and students that are proposed, and the projected number of students at each school after the classrooms are added.

**TABLE 1
SCHOOLS INCLUDED IN EXPANDED TK PROGRAM & NUMBER OF STUDENTS**

School	Current # of Students	Additional # of Classrooms - Students	Projected # of Students
Eastbluff Elementary School 2627 Vista Del Oro, Newport Beach	387	2 – 40	427
California Elementary School 3232 California Street, Costa Mesa	362	2 – 40	402
Killybrooke Elementary School 3155 Killybrooke Street, Costa Mesa	442	2 – 40	482
Newport Heights Elementary School 300 E. 15 th Street, Newport Beach	447	3 – 60	507
Victoria Elementary School 1025 Victoria Street, Costa Mesa	296	1 – 20	316

A qualitative analysis has been conducted to evaluate the access/circulation issues associated with the proposed expansion of the TK program at each school. The analysis addresses the traffic and pedestrian circulation and safety features at the schools to determine if there are any constraints that might render the plan unimplementable.

Eastbluff Elementary School

Eastbluff Elementary School is located on the south side of Vista Del Oro in Newport Beach. The school has a parking lot adjacent to Vista Del Oro and the parking lot has a student drop-off/pick-

up zone adjacent to the school buildings on the south side of the parking lot. There are two driveways that provide access to the parking lot. The driveway at the west end of the lot is an entrance-only driveway located west of Vista Roma. The driveway near the east end of the lot is an exit-only driveway located west of Vista Trucha. The parking lot has a one-way circulation pattern from west to east with angled parking spaces. There is also a rectangular-shaped parking area at the east end of the lot east of the exit driveway.

Vista Del Oro is a two lane local residential street. On-street parking is available along the south side of Vista Del Oro along the school frontage and on the north side of the street. This area can be used for student drop-offs/pick-ups as well as long-term parking. The on-street parking area west of the entrance driveway is designated as a bus loading/unloading zone from 8:00 AM to 3:30 PM on school days.

With regard to pedestrian access and circulation, sidewalks are provided on both sides of Vista Del Oro and there is a yellow school-area crosswalk on Vista Del Oro west of the school’s entry driveway. An on-site sidewalk is in place along the south edge of the parking lot that connects to the public sidewalk on the west side of the entry driveway. This provides a convenient and safe path of travel from the crosswalk and the bus parking area to the school grounds.

The plan for Eastbluff Elementary School is to expand the parking lot and the passenger drop-off/pick-up zone to the east into the area where the rectangular lot is located. The existing driveway will be eliminated and a new driveway will be constructed at the east end of the modified parking lot. The on-site sidewalk will also be extended along the south and east sides of this new parking area to connect with the public sidewalk on Vista Del Oro.

The expanded TK program will result in a minor increase (10 percent) in school-generated traffic volumes during the peak arrival and departure times. The existing and proposed peak hour traffic volumes are shown in Table 2. To represent conservatively high estimates, the trip generation rates used for the calculations are double the average rates provided in the Institute of Transportation Engineers *Trip Generation Manual*.

**TABLE 2
GENERATED TRAFFIC VOLUMES – EASTBLUFF ELEMENTARY SCHOOL**

Scenario	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Trip Generation Rates (trips per student)	1.50	54%	46%	0.90	46%	54%
Generated Traffic Volumes						
Existing – 387 Students	581	314	267	348	160	188
Increase – 40 Students	60	32	28	36	17	19
Proposed – 427 Students	641	346	295	384	177	207

Table 2 indicates that the existing school currently generates approximately 581 vehicle trips during the AM peak hour. This will increase to 641 trips per hour with the additional 40 TK students, which is an increase of 60 trips (32 inbound trips and 28 outbound trips).

There are several key findings regarding the impacts of the additional TK students at Eastbluff Elementary School relative to vehicle and pedestrian access, circulation, and safety, as outlined below.

- The positioning of the new modular buildings, play area, shade structure, and fencing would not have an adverse effect on traffic or pedestrian access, circulation, or parking.
- The expanded parking lot and drop-off/pick-up zone would be an improvement as compared to existing conditions and would readily accommodate the increased number of students at the school.
- The relocated driveway and on-site sidewalk at the east end of the parking lot is an improvement as compared to existing conditions because it provides the opportunity for pedestrians approaching the school from the east and west to enter the school site and walk to the classroom buildings without having pedestrian/vehicular conflicts at the driveways.
- The number of vehicular turning movements into and out of the school driveways from Vista Del Oro would increase by approximately 10 percent. This increase would not result in a significant impact. There are currently congested conditions and vehicle queuing as parents line up in both directions to enter the driveway, which is typical for elementary schools. The 10 percent increase in students and traffic volumes would not noticeably change this situation.
- The emergency vehicle access route between Vista Del Oro and the rear of the school buildings, which currently runs through the parking lot and an on-site maintenance/emergency access road on the east side of the school buildings, would not be modified by the project other than the relocation of the exit driveway. So emergency access to the playground areas, paved courts, and all of the school buildings would remain intact.

In summary, the additional TK students at Eastbluff Elementary School would have no significant adverse impacts on vehicular or pedestrian access, circulation, and safety at the school.

California Elementary School

California Elementary School is located on the east side of California Street in Costa Mesa. The school has a parking lot that extends easterly from the location where California Street has a curved alignment. The parking lot has a student drop-off/pick-up zone adjacent to the school buildings on the north side of the parking lot. There are two driveways that provide access to the parking lot. The driveway at the southwest corner of the lot is an entrance-only driveway located in alignment with Utah Circle, which is on the west side of California Street. The driveway at the northwest corner of the lot is an exit-only driveway located 60 feet north of the entrance driveway.

The parking lot has a one-way U-shaped counterclockwise circulation pattern with angled parking spaces. There is an opening on the south side of the parking lot that provides access to the adjacent parking lot at TeWinkle Middle School. The school also has a parking lot in the northeast area of the campus that is accessed via a circulation road that extends north from the main parking lot. The existing parking lot and access driveways will not be modified in conjunction with the program to increase the number of TK students at the school.

California Street is a two lane local residential street that extends north from Gisler Avenue and then curves to the west to intersect with Michigan Avenue. On-street parking and bike lanes are

provided along both sides of California Street, although the east side of the street along the school frontage has restriction signs that say “24 Minute Parking – 7AM-6PM – School Days.” This area can be used for drop-offs/pick-ups and/or for short-term parking. The on-street parking area northwest of the exit driveway along the school frontage is designated as a bus loading/unloading zone and has a painted yellow curb.

With regard to pedestrian access and circulation, sidewalks are provided on both sides of California Street and there are yellow school-area crosswalks at the intersections of California Street at Gisler Avenue and California Street at Michigan Avenue. The California/Gisler intersection has four-way stop signs and the California/Michigan intersection has stop signs on the Michigan Avenue approaches. An on-site sidewalk is in place along the north edge of the parking lot that connects to the public sidewalk on the north side of the exit driveway. This provides a convenient and safe path of travel from the on-street bus parking area to the school grounds.

The expanded TK program will result in a minor increase (11 percent) in school-generated traffic volumes during the peak arrival and departure times. The existing and proposed peak hour traffic volumes are shown in Table 3.

**TABLE 3
GENERATED TRAFFIC VOLUMES – CALIFORNIA ELEMENTARY SCHOOL**

Scenario	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Trip Generation Rates (trips per student)	1.50	54%	46%	0.90	46%	54%
Generated Traffic Volumes						
Existing – 362 Students	543	293	250	326	150	176
Increase – 40 Students	60	32	28	36	17	19
Proposed – 402 Students	603	325	278	362	167	195

Table 3 indicates that the existing school currently generates approximately 543 vehicle trips during the AM peak hour. This will increase to 603 trips per hour with the additional 40 TK students, which is an increase of 60 trips (32 inbound trips and 28 outbound trips).

There are several key findings regarding the impacts of the additional TK students at California Elementary School relative to vehicle and pedestrian access, circulation, and safety, as outlined below.

- The positioning of the new modular buildings, play area, shade structure, and fencing would not have an adverse effect on traffic or pedestrian access, circulation, or parking.
- The on-site sidewalk on the north side of the parking lot will continue to provide the opportunity for pedestrians approaching the school from the north to enter the school site and walk to the classroom buildings without having pedestrian/vehicular conflicts at the driveways. This includes the students walking between the bus loading/unloading area on California Street and the school.
- The number of vehicular turning movements into and out of the school driveways from California Street would increase by approximately 11 percent. This increase would not result in a significant impact. There are currently congested conditions and vehicle queuing

as parents line up in both directions to enter the driveway, which is typical for elementary schools. There is a left-turn lane in the center of California Street that facilitates the left-turning movements into the parking lot. The 11 percent increase in students and traffic volumes would not noticeably change the congestion and queuing situation.

- The proximity of California Elementary School to the adjacent TeWinkle Middle School results in additional traffic volumes and congestion during the morning and afternoon drop off and pick up times, particularly since the two schools share the entrance driveway on California Street. The starting time in the morning is 8:00 AM for the elementary school and 8:05 AM for the middle school, which provides a minor offset in the peak arrival times. In the afternoon, the dismissal time is 2:20 PM for the elementary school and 2:40 PM for the middle school, which provides an effective offset in the peak departure times for the two schools. Thus, due to the staggered starting times of the two schools, the proposed project would not result in additional traffic congestion.
- The emergency vehicle access route between California Street and the rear of the school buildings, which currently runs through the parking lot and an on-site maintenance/emergency access road on the east side of the school buildings, would not be modified by the project. So emergency access to the playground areas, paved courts, and all of the school buildings would remain intact.

In summary, the additional TK students at California Elementary School would have no significant adverse impacts on vehicular or pedestrian access, circulation, and safety at the school.

Killybrooke Elementary School

Killybrooke Elementary School is located on the west side of Killybrooke Lane in Costa Mesa. The school has a parking lot adjacent to Killybrooke Lane and the parking lot has a bus loading/unloading zone adjacent to the school buildings on the west side of the parking lot. The parking lot does not have a designated student drop-off/pick-up zone; however, some parents use the west side of the parking lot for drop-offs and pick-ups if buses are not present. The parking lot is primarily designated for staff parking.

There are three driveways that provide access to the parking lot. The north driveway is an entrance-only driveway that is designated as a bus-only driveway when buses are present. The middle driveway is for entering and exiting, while the south driveway is an exit-only driveway located midway between Stonefield Street and Belfast Avenue. The parking lot has a one-way southbound circulation pattern. The existing parking lot and access driveways will not be modified in conjunction with the program to increase the number of TK students at the school.

Killybrooke Lane is a two lane local residential street that extends from Watson Avenue on the south to Garlingford Street on the north. On-street parking is provided along both sides of the street and these areas can be used for student drop-offs/pick-ups.

With regard to pedestrian access and circulation, sidewalks are provided on both sides of Killybrooke Lane and there are yellow school-area crosswalks at the intersections of Killybrooke Lane at Stonefield Street, Killybrooke Lane at Belfast Avenue, and Killybrooke Lane at Watson Avenue. The Killybrooke/Stonefield intersection has a stop sign on the Stonefield Street approach to the intersection. The crosswalk across Killybrooke Street continues westerly to cross the circulation aisle of the school's parking lot to provide a direct pedestrian connection between the

school grounds and the public sidewalks. The Killybrooke/Belfast intersection has three-way stop signs and the Killybrooke/Watson intersection has four-way stop signs. An on-site sidewalk is in place along the west edge of the parking lot. It does not have a connection to the public sidewalk other than the painted crosswalk across the parking lot's circulation aisle.

The expanded TK program will result in a minor increase (9 percent) in school-generated traffic volumes during the peak arrival and departure times. The existing and proposed peak hour traffic volumes are shown in Table 4.

**TABLE 4
GENERATED TRAFFIC VOLUMES – KILLYBROOKE ELEMENTARY SCHOOL**

Scenario	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Trip Generation Rates (trips per student)	1.50	54%	46%	0.90	46%	54%
Generated Traffic Volumes						
Existing – 442 Students	663	358	305	398	183	215
Increase – 40 Students	60	32	28	36	17	19
Proposed – 482 Students	723	390	333	434	200	234

Table 4 indicates that the existing school currently generates approximately 663 vehicle trips during the AM peak hour. This will increase to 723 trips per hour with the additional 40 TK students, which is an increase of 60 trips (32 inbound trips and 28 outbound trips).

There are several key findings regarding the impacts of the additional TK students at Killybrooke Elementary School relative to vehicle and pedestrian access, circulation, and safety, as outlined below.

- The positioning of the new modular buildings, play area, shade structure, and fencing would not have an adverse effect on traffic or pedestrian access, circulation, or parking.
- The on-site crosswalk across the parking lot circulation aisle and the adjacent school area crosswalk across Killybrooke Lane will continue to provide the opportunity for pedestrians approaching the school to enter and exit the school site along a clearly marked travel path while crossing vehicular travel routes.
- The number of vehicular turning movements into and out of the school driveways from Killybrooke Lane and the number of vehicles stopped on Killybrooke Lane for student drop-offs and pick-ups would increase by approximately 9 percent. This increase would not result in a significant impact. There are currently congested conditions and vehicle queuing as parents line up in both directions to enter the driveway or stop on the street, which is typical for elementary schools. The 9 percent increase in students and traffic volumes would not noticeably change this situation.
- The emergency vehicle access route between Killybrooke Lane and the rear of the school buildings, which currently runs through the parking lot and an on-site maintenance/emergency access road on the south side of the school buildings, would not be modified

by the project. So emergency access to the playground areas, paved courts, and all of the school buildings would remain intact.

In summary, the additional TK students at Killybrooke Elementary School would have no significant adverse impacts on vehicular or pedestrian access, circulation, and safety at the school.

Newport Heights Elementary School

Newport Heights Elementary School is located on the east side of the 15th Street/Santa Ana Avenue intersection in Newport Beach. The school has a parking lot that extends northeasterly from 15th Street adjacent to Santa Ana Avenue. The parking lot has a student drop-off/pick-up zone adjacent to the school buildings on the southeast side of the parking lot. There are two driveways that provide access to the parking lot. The driveway at the south end of the lot is an entrance-only driveway on 15th Street and the driveway at the north end of the lot is an exit-only driveway onto Santa Ana Avenue at its intersection with Palmer Street.

The parking lot has a one-way counterclockwise circulation pattern with angled parking spaces along the two circulation aisles that run parallel to Santa Ana Avenue. The existing parking lot and access driveways will not be modified in conjunction with the program to increase the number of TK students at the school.

15th Street is a two lane local residential street that runs along the southwest frontage of the school site. On-street parking is provided along both sides of 15th Street, although the side of the street along the school frontage has restriction signs that say “5 Minute Parking – 7:30 AM to 3:30 PM – School Days.” This area can be used for drop-offs/pick-ups and/or for short-term parking.

Santa Ana Avenue is a two lane local residential street that runs along the northwest frontage of the school site. On-street parking is provided along both sides of Santa Ana Avenue, although the side of the street along the school frontage is designated as a bus loading/unloading zone with signs that say “No Parking – Bus Stop – 7AM-9PM, 1PM-4PM – School Days.”

With regard to pedestrian access and circulation, sidewalks are provided on both sides of 15th Street and Santa Ana Avenue and there are yellow school-area crosswalks at the intersections of 15th Street at Santa Ana Avenue, 15th Street at Redlands Avenue, Santa Ana Avenue at Palmer Street (next to the exit driveway), and Santa Ana Avenue at 16th Street. The 15th Street/Santa Ana intersection has four-way stop signs and the 15th Street/Redlands intersection has three-way stop signs. The Santa Ana/Palmer intersection has stop signs on the Palmer Street approach and the Santa Ana/16th Street intersection has four-way stop signs. An on-site sidewalk is in place along the east edge of the parking lot that connects to the public sidewalks on the east side of the 15th Street entrance driveway and the north side of the Santa Ana Avenue exit driveway. This provides a convenient and safe path of travel from the public sidewalks to the school grounds. The on-site sidewalk that connects to the Santa Ana Avenue sidewalk aligns with the crosswalk across Santa Ana Avenue.

The expanded TK program will result in a minor increase (13 percent) in school-generated traffic volumes during the peak arrival and departure times. The existing and proposed peak hour traffic volumes are shown in Table 5.

**TABLE 5
GENERATED TRAFFIC VOLUMES –
NEWPORT HEIGHTS ELEMENTARY SCHOOL**

Scenario	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Trip Generation Rates (trips per student)	1.50	54%	46%	0.90	46%	54%
Generated Traffic Volumes						
Existing – 447 Students	671	362	309	402	185	217
Increase – 60 Students	90	49	41	54	25	29
Proposed – 507 Students	761	411	350	456	210	246

Table 5 indicates that the existing school currently generates approximately 671 vehicle trips during the AM peak hour. This will increase to 761 trips per hour with the additional 60 TK students, which is an increase of 90 trips (49 inbound trips and 41 outbound trips).

There are several key findings regarding the impacts of the additional TK students at Newport Heights Elementary School relative to vehicle and pedestrian access, circulation, and safety, as outlined below.

- The positioning of the new modular buildings, play area, shade structure, and fencing would not have an adverse effect on traffic or pedestrian access, circulation, or parking.
- The on-site sidewalk on the east side of the parking lot will continue to provide the opportunity for pedestrians approaching the school from the north and east to enter the school site and walk to the classroom buildings without having pedestrian/vehicular conflicts at the driveways. This includes the students walking across Santa Ana Avenue at the crosswalk.
- The number of vehicular turning movements into the school driveway on 15th Street and out of the driveway on Santa Ana Avenue would increase by approximately 13 percent. This increase would not result in a significant impact. There are currently congested conditions and vehicle queuing as parents line up in both directions to enter the driveway on 15th Street, which is typical for elementary schools. The 13 percent increase in students and traffic volumes would not noticeably change this situation.
- There are two emergency vehicle access routes onto the school campus. One is at a driveway on 15th Street at its intersection with Redlands Avenue at the south corner of the school site and the other is at a driveway on Santa Ana Avenue north of Palmer Street near the north corner of the school site. These driveways lead to gated on-site maintenance/emergency access roads that would not be modified by the project. So emergency access to the playground areas, paved courts, and all of the school buildings would remain intact.

In summary, the additional TK students at Newport Heights Elementary School would have no significant adverse impacts on vehicular or pedestrian access, circulation, and safety at the school.

Victoria Elementary School

Victoria Elementary School is located on the south side of Victoria Street in Costa Mesa. The school has a parking lot adjacent to Victoria Street and the parking lot has a bus loading/unloading zone adjacent to the school buildings on the south side of the parking lot. The parking lot is also used as a student drop-off/pick-up zone by parents. There are two driveways that provide access to the parking lot. The driveway at the west end of the lot is an entrance-only driveway located in alignment with American Avenue, which is on the north side of Victoria Street. The driveway at the east end of the lot is an exit-only driveway that has a left-turn and a right-turn lane. The parking lot has a one-way west to east circulation pattern.

The school also has a parking lot southeast of the school buildings that is accessed via a circulation road that extends east from the main parking lot and then south on the east side of the school buildings. The existing parking lots and access driveways will not be modified in conjunction with the program to increase the number of TK students at the school.

Victoria Street is a four lane arterial street that abuts the north side of the school site. On-street parking is prohibited on Victoria Street, although there is a bus loading/unloading zone on the south side of the street adjacent to the school in a pull-out area where the street is widened. The Orange County Transportation Authority (OCTA) also has a bus stop in this pull-out area and in another pull-out area on the north side of Victoria Street.

With regard to pedestrian access and circulation, sidewalks are provided on both sides of Victoria Street and there are yellow school-area crosswalks at the intersection of Victoria Street at American Avenue, which is at the school's entry driveway. This intersection has a traffic signal with pedestrian WALK signals and push buttons. An on-site sidewalk is in place along the south edge of the parking lot that connects to the public sidewalk on the west side of the entrance driveway. This provides a convenient and safe path of travel from the signalized pedestrian crosswalk to the school grounds and for students walking to and from the west on the Victoria Street sidewalk.

The expanded TK program will result in a minor increase (7 percent) in school-generated traffic volumes during the peak arrival and departure times. The existing and proposed peak hour traffic volumes are shown in Table 6.

**TABLE 6
GENERATED TRAFFIC VOLUMES – VICTORIA ELEMENTARY SCHOOL**

Scenario	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Trip Generation Rates (trips per student)	1.50	54%	46%	0.90	46%	54%
Generated Traffic Volumes						
Existing – 296 Students	444	240	204	266	122	144
Increase – 20 Students	30	16	14	18	8	10
Proposed – 316 Students	474	256	218	284	130	154

Table 6 indicates that the existing school currently generates approximately 444 vehicle trips during the AM peak hour. This will increase to 474 trips per hour with the additional 20 TK students, which is an increase of 30 trips (16 inbound trips and 14 outbound trips).

There are several key findings regarding the impacts of the additional TK students at Victoria Elementary School relative to vehicle and pedestrian access, circulation, and safety, as outlined below.

- The positioning of the new modular buildings, play area, shade structure, and fencing would not have an adverse effect on traffic or pedestrian access, circulation, or parking.
- The on-site sidewalk on the south side of the parking lot will continue to provide the opportunity for pedestrians approaching the school from the west to enter the school site and walk to the classroom buildings without having pedestrian/vehicular conflicts at the driveways. This includes the students using the signalized crosswalk across Victoria Street.
- The number of vehicular turning movements into and out of the school driveways from Victoria Street would increase by approximately 7 percent. This increase would not result in a significant impact. There are currently congested conditions and vehicle queuing as parents line up in both directions to enter the driveway, which is typical for elementary schools. There is a left-turn lane in the center of Victoria Street with a left-turn arrow that facilitates the left-turning movements into the parking lot. The 7 percent increase in students and traffic volumes would not noticeably change the congestion and queuing situation.
- It was observed that some parents elect to use American Avenue north of Victoria Street and the Victoria Street residential frontage street east of the school for student drop-off and pick-up activities. This practice would continue to occur, but would not be noticeably affected by the additional TK students.
- The emergency vehicle access route between Victoria Street and the rear of the school buildings, which currently runs through the main parking lot, the circulation road on the east side of the school campus, and the auxiliary parking lot southeast of the school buildings, would not be modified by the project. So emergency access to the playground areas, paved courts, and all of the school buildings would remain intact.

In summary, the additional TK students at Victoria Elementary School would have no significant adverse impacts on vehicular or pedestrian access, circulation, and safety at the school.