PLANNING COMMISSION AGENDA REPORT

MEETING DATE: JULY 25, 2016 **ITEM NUMBER:** PH-2

SUBJECT: **PLANNING APPLICATION PA-15-58 AND VESTING TENTATIVE TRACT MAP VTT-17980 FOR A 56-UNIT, TWO-STORY, DETACHED RESIDENTIAL COMMON INTEREST DEVELOPMENT AT 929 BAKER STREET**

FROM: **PLANNING DIVISION/DEVELOPMENT SERVICES DEPARTMENT**

PRESENTATION BY: **MEL LEE, SENIOR PLANNER**

DATE: **JULY 14, 2016**

FOR FURTHER INFORMATION CONTACT: **MEL LEE, AICP (714) 754-5611**
mel.lee@costamesaca.gov

DESCRIPTION

The proposed project involves the following:

1. ***Initial Study/Mitigated Negative Declaration (IS/MND):*** This document analyzes the environmental impacts of the proposed project. Significant environmental impacts are mitigated to below a level of significance.
2. ***Planning Application PA-15-58:*** Design Review to allow for the consolidation and subdivision of a 4.71 acre (205,168 square foot) lot located at 929 Baker Street into a residential development with a 56-unit, two story, detached, common interest residential development and a 0.10 acre private park. Proposed minimum on-site parking consists of the following: 224 spaces required; 237 spaces proposed inclusive of 13 additional surplus guest parking spaces.
    a. ***Administrative Adjustment***: Is requested to reduce the rear building setback along the Paularino Channel (20 feet required; 12 feet proposed), and reduce the distance between buildings within the development (10 feet required; 6 feet proposed).
    b. ***Variance from Open Space due to Proposed Surplus Guest Parking***: The Applicant is proposing surplus guest parking spaces to exceed the minimum Code-required parking. Thirteen additional guest parking spaces are proposed for an overall total of 237 spaces. For CEQA purposes, the IS/MND also evaluated an alternative plan with 5 guest parking spaces and code compliant 40% open space. The surplus guest parking would reduce the size of on-site park from 0.11 acre to 0.10 acre in size. The surplus guest parking requires a variance to deviate from the open space requirement (40 percent open space required; 39.5% open space proposed). **NOTE:** Code does not require the 13 surplus guest parking spaces. If these surplus spaces are not approved as part of the proposed project, a variance from open space would not be required. For CEQA purposes, the IS/MND also evaluated an alternative plan with 5 guest parking spaces and code compliant 40% open space.

3. ***Vesting Tentative Tract Map VTT-17980***: to subdivide the property for condominium purposes for home ownership.

APPLICANT/AUTHORIZED AGENT

C&V Consulting, Inc., is the applicant/authorized agent for DeNova Homes, the property owner.

ENVIRONMENTAL DETERMINATION

An Initial Study/Mitigated Negative Declaration (IS/MND) was completed in accordance with the Lead Agency's Guidelines implementing the California Environmental Quality Act. The IS/MND found that the environmental effects from the project would be less than significant with the incorporation of standard conditions of approval, mitigation measures, and compliance with the Code requirements.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt the Initial Study/Mitigated Negative Declaration for the project; and
2. Approve Planning Application PA-15-58 and VTT-17980 by adopting a resolution to approve the project, subject to conditions of approval.

PLANNING APPLICATION SUMMARY

Location: 929 Baker Street **Application Number:** PA-15-58/VTT-17980

Request: Design Review of a 56 unit, two-story, residential common interest development and a vesting tentative tract map.

SUBJECT PROPERTY:		SURROUNDING PROPERTY:	
Zone:	R2-MD (Multi-Family Residential, Medium Density)	North:	(Across Baker St.) PDR-MD, Multi-Family Residences
General Plan:	Medium Density Residential	South:	(Across Paularino Channel) I&R, School; and R3, Residences
Lot Dimensions:	265 FT x 774 FT	East:	I&R, Newport-Mesa Education Center and Yard
Lot Area:	4.7 Acres (205,168 SF)	West:	R1, Single-Family Residences
Existing Development:	Self-Storage Facility (to be demolished).		

DEVELOPMENT STANDARD COMPARISON

Development Standard	Required/Allowed	Proposed/Provided
Lot Area	12,000 SF	4.7 Acres (205,168 SF)
Lot Width	100 FT	265 FT
Building Coverage (Development Lot):		
Buildings/Paving	N/A	124,104 SF (60.5%)
Open Space (Overall)	82,067 SF (40%)	81,064 SF (39.5 %) (1)
TOTAL		205,168 SF (100%)
Private Open Space (Minimum Dimension)	10 FT Min. Dim.	13.5 FT Min. Dim. (Plan 1) 12.5 FT Min. Dim. (Plan 2) 11.5 FT Min. Dim. (Plan 3)
Density/Intensity:		
DU's/ Acre	1 du/3,630 SF (12 DU's/Acre) (56 Units Max. Allowed)	1 du/3,660 SF (11.9 DU's/Acre) (56 Units Proposed)
Building Height	2 Stories/27 FT	2 Stories/26-27 FT
Distance Between Main Buildings	10 FT Min.	6-10 FT (2)
Building Setbacks (Development Lot):		
Front (Baker Street)	20 FT	20 FT
Side (left/right)	5 FT/5 FT	7-12.5 FT/ 6-7.4 FT
Rear	10 FT (1 Story) 20 FT (2 Story)	12 FT (2 Story) (2)
Parking:		
Covered	112	112
Open	112	112 (In Driveways) 13 (In Private Streets)
TOTAL	224 spaces	237 spaces
Interior Garage Dimension	20 FT X 20 FT (2 Car)	20 FT X 20 FT
Driveway Length	19 FT Min.	18 FT (3)

(1) Variance requested. See staff report discussion.
(2) Administrative Adjustment requested. See staff report discussion.
(3) Per Transportation Services, all 18-foot long driveways require access from a 25-foot wide minimum private street (Condition of Approval).

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

BACKGROUND

Project Site/Environs

The approximately 4.71-acre project site is currently developed with the existing Baker Self-Storage facility and an associated surface parking and vehicle storage lot. The existing 64,800 square-foot self-storage building is set back approximately 125 feet from Baker Street and is partially two stories in height. The site is bounded by one-story single family residences to the west (separated by an existing block wall); a school and a two-story residence to the south (separated by the Paularino Channel and a chain link fence with wood slats); and the Newport-Mesa Education Center and yard to the east (separated by a combination chain link fence and block wall). The front portion of the site is vacant and unimproved. The property is zoned R2-MD and has a General Plan Land Use Designation of Medium Density Residential, which means the existing self-storage building and outdoor storage uses are legal nonconforming.

ANALYSIS

Project Site Plan

The proposed project involves the development of the project site for 56 detached common interest residential units, private streets and driveways, and a 0.10 acre private park. The residential units have a density of 11.9 units per acre, which is within the maximum allowable density of 12 units per acre per the R2-MD residential zone.

The unit types are summarized in the following table:

Unit Type Summary

	Plan 1 (14 units)	Plan 2 (20 units)	Plan 3 (22 units)
Unit Size (Not Including Garage)	1,975 SF	2,193 SF	2,400 SF
Garage size	415 SF	415 SF	415 SF
No. of Bedrooms/Baths	3Beds/2.5 Bath + Study	3Beds/2.5 Bath + Loft and Study or optional 4Beds/3 Bath + Loft	4Beds/3.5 Bath + Study
Private Open Space	13.5 FT Minimum Dimension	12.5 FT Minimum Dimension	11.5 FT Minimum Dimension
No. of Stories/Height	2 Stories/27 FT	2 Stories/26 FT	2 Stories/26 FT
No. of Garage Spaces	2 spaces	2 spaces	2 spaces
No. of Open Spaces (In Driveway)	2 spaces	2 spaces	2 spaces
No. of Guest Spaces (On Private Street)	13 spaces		
Total On-Site Spaces	237 parking spaces		

Design Review PA-15-58

The project involves the construction of a 56-unit, two-story residential development based on the Residential Common Interest Development standards. The overall architectural design promotes excellence and compatibility. The project includes Modern

Spanish, Plantation, and Modern Farmhouse style architecture for the various floor plans (Plan 1, 2 and 3). The two-story structures are simple in design but are accented with entry porches, combination of gable and hipped roofs, decorative window treatments, and combination of wall treatments, including stucco, shingle siding, and board and batten siding. An adjoining patio is provided with no dimension less than 10 feet. Staff has incorporated, as a condition of approval, that elevations facing Baker Street incorporate additional exterior elevation treatments as recommended in the City's Residential Design Guidelines.

On-Site Parking and Circulation

As noted in the previous table, the proposed development exceeds the Code-required parking by 13 parking spaces. No compact parking stalls are proposed. Parking is also provided in the individual driveways leading to each garage. The vehicular circulation has been reviewed and approved by the Transportation Services Division, which has incorporated, as a condition of approval, that all 18-foot long driveways provide access from a 25-foot wide minimum private street (some streets are 22 feet wide). Trash container pickup for the lots accessed from the private streets will occur on the private streets and not on Baker Street.

Variance from Open Space

The project site is a 4.7 acre development lot. According to the residential common interest development standards, 40% minimum open space, or 82,067 square feet, would be required for open space; the project proposes 39.5%, or 81,064 square feet, of open space. This reduction in open space will allow the applicant to provide 13 surplus parking spaces beyond what the code requires. The project includes a .10 acre private park within the development lot, and each unit will include an adjoining patio required with dimensions that exceed the 10 feet required for private open space. The required findings for the variance are discussed later in this report.

Administrative Adjustment for Distance between Buildings

To allow for larger side yard setbacks from the existing developments, many of the units maintain less than 10 foot building separation required per code (up to six-foot building separation are provided). As a result, approval of an administrative adjustment has been requested (discussed later in this report).

Perimeter Walls/Fences

A new perimeter block wall is proposed along the boundaries of the project site where needed. Where walls on adjacent properties already exist, the applicant will work with the adjacent property owner(s), to the extent feasible and practical, to prevent side-by-side walls with gaps in between them.

Staff is recommending, as a condition of approval, that the perimeter wall along Baker Street incorporate landscape planters between the wall and back of public sidewalk, with landscape materials subject to the approval by the Development Services Director.

Residential Design Guidelines

The guidelines recommend a 100 percent second floor to first floor ratio for better massing and improved aesthetics of the elevations. This is to avoid a boxy appearance from the street and neighboring views. Also, to enhance variety and interest, long, unbroken building facades should be avoided and offsets and building projections made an integral part of residential design. Providing individual and identifiable entries to units is also encouraged to add interest and variety to the street scene.

The proposed units exceed the second floor to first floor ratio requirement as the footprint of the second floor is larger than the first floor (101% for Plan 2 and 110% for Plan 3); however, all units include a larger front porch that will enhance the front and side elevations. There is a variety of elevation design and materials proposed that will meet the intent of the guidelines.

Subdivision

The proposed subdivision is for condominium purposes. Since the applicant is proposing a common interest development, Code requires establishment of a homeowners association and recordation of CC&Rs.

Expiration of Projects

Per City Code, planning application approvals are valid for one year unless renewed. Per the State Subdivision Map Act, tentative tract map approvals are valid for 24 months. As a result, staff has incorporated a condition of approval allowing the planning application expiration to coincide with the expiration of the respective map. The planning application and map would expire in 24 months (July 2018). After the initial 24-month period, a time extension for these applications would be required to be processed for another 12-month period.

GENERAL PLAN AND ZONING CODE CONFORMANCE

Future development of all land within the City of Costa Mesa is guided by the General Plan, which was adopted on June 21, 2016. The Land Use Element of the General Plan directs long-range development in the City by indicating the location and extent of development to be allowed. The General Plan sets forth land use goals, policies, and objectives that guide new development. The General Plan land use designation for the project site is Medium Density Residential. Per the General Plan, Medium Density Residential is intended for residential development with a density up to 12 units to the acre (maximum 56 units). Because the density of the proposed project is 11.9 units to the acre (proposed 56 units), it is consistent with the General Plan land use designation.

The following analysis evaluates the proposed project's consistency with specific goals, and objectives of the General Plan, Land Use Element.

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

Consistency: The project is an infill residential project within the allowable density for medium-density development. Therefore, adequate infrastructure would be available to serve the proposed project and the project is consistent with this General Plan objective.

2. **Objective LU-1.3:** *Strongly encourage the development of residential uses and owner-occupied housing where feasible to improve the balance between rental and ownership housing opportunities.*

   Consistency: Because the proposed project is for ownership units, the project is consistent with this General Plan goal.

3. **Objective LU-4:** *Encourage new development and redevelopment that protects and improves the quality of Costa Mesa's natural environment and resources.*

   Consistency: Because the project is an infill development, it would not result in the loss of any habitat, or require extensive infrastructure improvements to provide service to the site. The project is consistent with this objective.

JUSTIFICATIONS FOR APPROVAL

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

Variance and Administrative Adjustment Findings

The appropriate findings can be made for the requested code deviations. Code Section 13-29(g)(1) requires the following findings for the variance and administrative adjustment, as described at the beginning of this report:

1. *Because of special circumstances applicable to the property, the strict application of development standards deprives the property of privileges enjoyed by others in the vicinity under identical zoning classifications.*
2. *The deviation shall not constitute a grant of special privileges inconsistent with other properties in the vicinity.*
3. *The granting of the deviation will not allow a use, density, or intensity which is not in accordance with the general plan designation for the property.*

Approval of the variance from open space and the administrative adjustment from the rear setback and distance between main buildings is justified because of special circumstances applicable to the property that deprives the property of privileges enjoyed by others in the vicinity. With regard to the variance from open space, the applicant is proposing surplus guest parking spaces within the private streets of the development to exceed the minimum Code-required parking. Thirteen additional guest parking spaces are proposed for an overall total of 237 spaces on-site. If these surplus spaces are not approved as part of the proposed project, a variance from open space would not be required. The additional surplus parking spaces creates a special circumstance in that the parking is in excess of code and deprives

the property of privileges enjoyed by surrounding residential properties, which provide surplus parking on public streets.

With regard to setbacks, the project proposes to encroach into the required 20-foot rear yard setback by 8 feet and reduce main building separation to allow for a minimum six-foot building separation. The project would still be subject to Code requirements as they pertain to Building and Fire safety. The dwelling units are designed so that they will have full use of the six-foot separation. The project also includes a .10 acre private park within the development lot, and each unit will include an adjoining patio required with dimensions that exceed the 10 feet required for private open space.

- *The variance from open space and the administrative adjustment from the rear setback and distance between main buildings will not constitute a grant of special privileges inconsistent with other properties in the vicinity.* The deviations do not constitute a grant of special privileges since these types of developments are allowed to be attached units in the R2-MD zone. The project proposes detached units to provide more of a single-family residential design.

- *Granting of the deviations will not allow a use, density, or intensity which is not in accordance with the general plan designation for the property (56 units allowed; 56 units proposed).* The proposed project is located within the Medium Density Residential General Plan land use designation, which allows a density up to 12 units per acre. The granting of the deviation will not be detrimental to the public health, safety, or welfare, or be materially injurious to properties or improvements in the vicinity. The development is consistent with the General Plan goals and policies as discussed earlier in this report, and will be required to comply with all applicable Building and Fire Safety regulations to ensure that no adverse impact to the public health, safety, or welfare is created as a result of this project.

Design Review PA-15-58

The following are justifications for approval of the Design Review request per Title 13, Section 13-29 (g)(14):

- *The project complies with the development standards of the City of Costa Mesa Zoning Code, with the exception to the requested code deviations.* The design of the units includes three architectural styles, including Modern Spanish, Plantation, and Modern Farmhouse style. The two-story structures are simple in design but are accented with entry porches, combination of gable and hipped roofs, decorative window treatments, and combination of wall treatments, including stucco, shingle siding, and board and batten siding.

  Enhanced architectural treatments along Baker Street are proposed to provide visual interest along these public right-of-ways. The developer will also be required to build a minimum 7-foot high block perimeter wall.

- *The project meets the purpose and intent of the Residential Design Guidelines, which are intended to promote design excellence in new residential construction, with the exception to the second-story design standards for two of the three floor plan types, where the second story exceeds 100% of the first story. This design review includes*

site planning, preservation of overall open space, landscaping, appearance, mass and scale of structures, location of windows, varied roof forms and roof plan breaks, and any other applicable design features.

In regards to second-story design standards, the second-story floor areas will exceed 100% of the first-story floor area for two out of the three floor plans (101% for Plan 2 and 110% for Plan 3). The visual prominence associated with the construction of a two-story house has been reduced through appropriate transitions between the first and second floors and the provision of second floor offsets to avoid unrelieved two-story walls. The project, despite the requested deviation of the second floor to exceed 100% of the first-story floor area, meets the purpose and intent of the Residential Design Guidelines. The design guidelines are intended to promote design excellence in new residential construction, with consideration being given to compatibility with the established residential community. The building elevations incorporate variation in surface planes to create interest and visual relief from off-site. Architectural elements include stucco with accents depending on the design, terra cotta shingle siding, and board and batten. Roof materials include concrete tile with metal roof accents and awnings. All units include a front entry porch that will enhance the front elevations. Additional architectural enhancements on the units facing Baker Street are also required.

The proposed project provides variation to street-facing elevations to reduce visual prominence, provide visual interest and relief from monotony. Building mass and form were considered, as offsets and building projections were made an integral part of the design. Recesses in building plane have been incorporated into the design, including a variation in roof forms, orientation and pitch. Roofing materials include use of flat concrete roof tiles and Spanish-style concrete roof tiles. Each floor plan provides for individual and identifiable entries to add interest and variety to the streetscape. Each unit is two stories in height and will not exceed the 27-foot height maximum requirements.

The setbacks of existing neighboring structures, and visual impacts from second story windows were considered in the design of the project. The units are designed to maximize distances from the adjacent dwellings. Therefore, the project minimizes the potential privacy impacts to surrounding properties along the easterly property.

- *The landscape concept plan is consistent with the City's standards for multi-family development.* The proposed project includes landscaping within the setback abutting the public right-of-way, within the private open space areas, and along the driveway and parking areas for each unit. The conceptual landscape plan shows large trees along the perimeter of the development lot along Baker Street. In addition, drought-tolerant shrubs and groundcover will be located along Baker Street, and along the front portion of each unit to provide softening and interest.

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

- *The project will provide on-site parking spaces exceeding the current parking standards (224 required; 237 spaces proposed).* The 56-unit development is required to provide 224 parking spaces, including 112 covered spaces and 112 open parking spaces. The proposed project will be providing 112 enclosed garage spaces, 112 open spaces on driveways, and 13 additional open parking spaces within the development lot, for a total of 237 parking spaces.

- *The proposal provides two on-site parks for the residential units, and a Land Use Restriction is required indicating that the 0.10-acre park shall not be subdivided and separately developed.* Open space areas throughout the project includes a .10 acre private park. A condition of approval requires the applicant provide a Land Use Restriction to ensure the park will not be subdivided or separately developed in the future. The park is designed within the central portion of the development lot to allow maximum use by all residents. A total of 6 parking spaces are provided alongside the parks for guest parking. The park also includes a play structure for young children, a rubberized play surface, walkways, picnic tables, pedestal-type BBQ's, decorative benches, and dog waste stations for dog-walkers. These features are located all within a natural landscape of drought tolerant trees, shrubs, and grasses.

Vesting Tentative Tract Map

The following are justifications for approval of the Vesting Tentative Tract Map request per Title 13, Section 13-29 (g)(13):

- *The creation of the subdivision and related improvements is consistent with the General Plan and the Zoning Code, is physically suitable to accommodate the subdivision in terms of type, design, and density of development, and is consistent with the State Subdivision Map Act.* The creation of the subdivision is consistent with General Plan Land Use Element in that the project complies with Objective LU-1.3 which encourages owner-occupied housing to improve the balance between rental and ownership housing opportunities. The property is physically suitable to accommodate the subdivision for condominium purposes. Public Services staff has confirmed that there are no interferences with the City's or other utility right-of-way areas and/or easements within the tract.

ENVIRONMENTAL DETERMINATION

An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the project in accordance with the California Environmental Quality Act (CEQA). In accordance with CEQA Guidelines Section 15073, the IS/MND was originally made available for a 30-day public review and comment period from June 8, 2016 to July 8, 2016. The IS/MND found that the environmental effects from the project would be less than significant with the incorporation of standard conditions of approval and mitigation measures (see Exhibit C of the Planning Commission resolution). For CEQA purposes, the IS/MND also evaluated an alternative plan with 5 guest parking spaces and code compliant 40% open space. A copy of the IS/MND is included with this report under separate cover. Response to comments received during the comment period and the errata documents are also provided under separate cover.

PUBLIC NOTICE

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

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

Community Meeting

On May 26, 2016, the developer hosted a community meeting at the project site that was attended by approximately 30 residents. Issues raised during the meeting included the number of units proposed, number of on-site parking spaces, impacts of vehicles entering and exiting the site from Baker Street, and overflow parking into the adjacent residential neighborhoods. The developer has also indicated that they have met individually with the residents immediately abutting the project site to the west.

LEGAL REVIEW

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

ALTERNATIVES

The Planning Commission has the following alternatives:

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

2. *Deny the project*. If the Planning Commission believes that there are insufficient facts to support the findings for approval, Planning Commission must deny the application and provide facts in support of denial to be included in the attached draft resolution for denial. If the project were denied, the applicant could not submit substantially the same type of application for six months.

CONCLUSION

The project satisfies the required findings for the proposed code deviations and is deemed to be a high-quality development, therefore it is consistent with the intent of the General Plan and Zoning Code. Therefore, staff recommends approval of the project.

MEL LEE, AICP
Senior Planner

GARY ARMSTRONG, AICP
Economic Development & Development Services Director / Deputy CEO

Attachments:

1. Vicinity Map, Zoning Map and 500' Radius Map
2. Existing Color Site Photos
3. Applicant's Project Description
4. Draft Resolutions and Exhibits
5. Plans
6. Initial Study/Mitigated Negative Declaration (IS/MND), Response to Comments, and Errata (Under Separate Cover)

cc:

Director of Economic & Development / Deputy CEO
Sr. Deputy City Attorney
Public Services Director
City Engineer
Transportation Services Manager
Fire Protection Analyst
File (2)

C&V Consulting
Attn: Dane McDougall, Project Manager
6 Orchard, Suite 200
Lake Forest, CA 92630

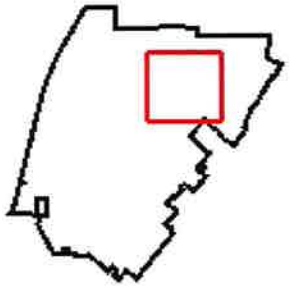
DeNova Homes
Attn: Alan Toffoli, SoCal Division President
3 Hughes
Irvine, CA 92618

In-Focus Consultants
Attn: Peter Naghavi
418 Avenida Salvador
San Clemente, CA 92627

City of Costa Mesa

CITY OF COSTA MESA - [Created: 7/8/2016 8:46:22 AM] [Scale: 433.46] [Page: 8.5 x 11 / Landscape]

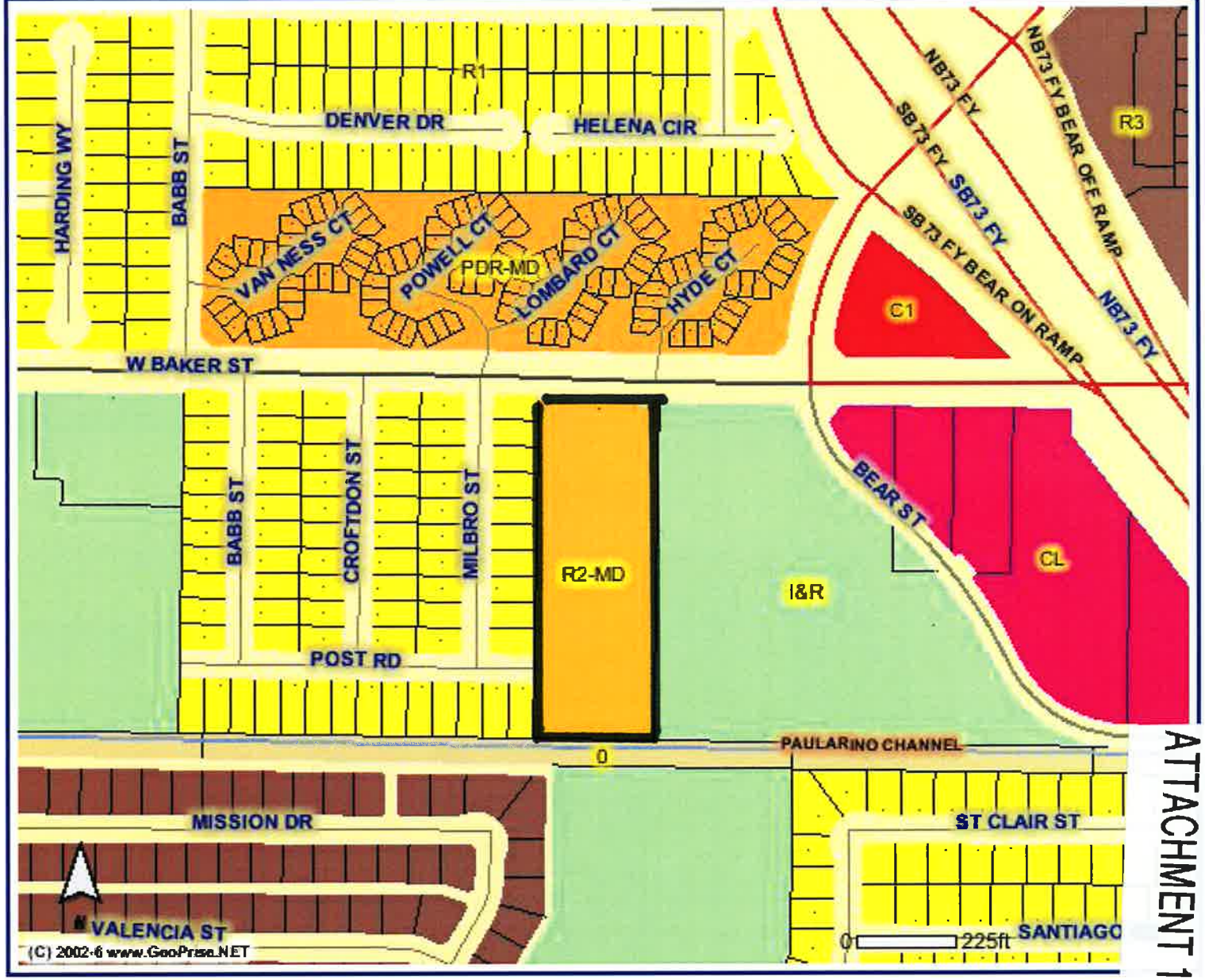
Overview Map



Legend

- Address Points
- Freeway
- Roads
- Collector
- Freeway
- Major
- Newport BLVD
- Primary
- SECONDA-RY
- Hydrolo-gy Channel-s
- Street Names
- Street Centerlin-es
- ROW Lines

Map Display



ATTACHMENT 1

13

(C) 2002-6 GeoPrise.net (GeoVec, Inc.) - (866)422-2505

City of Costa Mesa

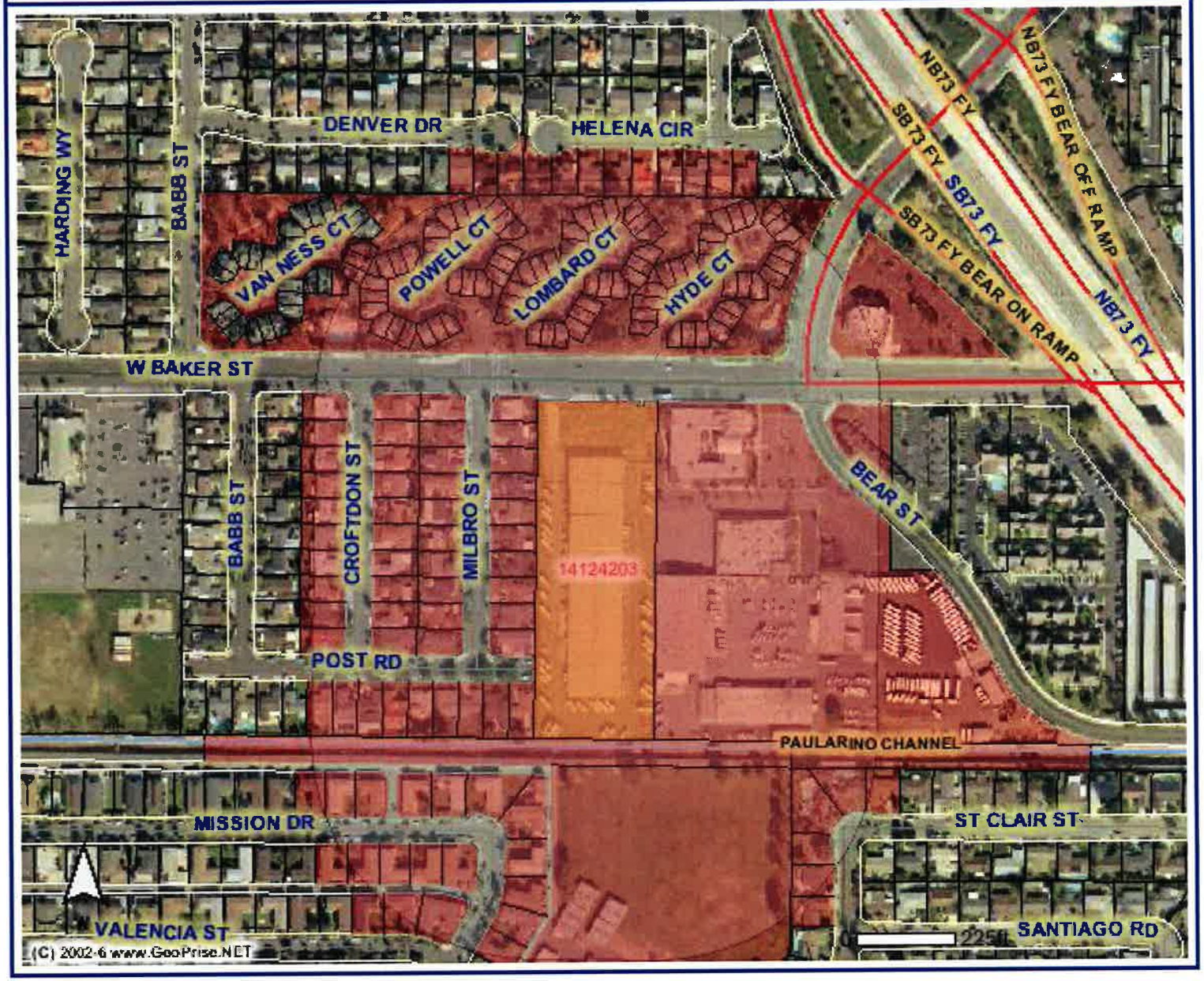
CITY OF COSTA MESA - [Created: 7/8/2016 8:41:57 AM] [Scale: 433.45] [Page: 8.5 x 11 / Landscape]

Overview Map

Legend

- Address Points
- Freeway
- Roads
- Collector
- Freeway
- Major
- Newport BLVD
- Primary
- SECONDARY
- Hydrology Channels
- Street Names
- Street Centerlines
- ROW Lines

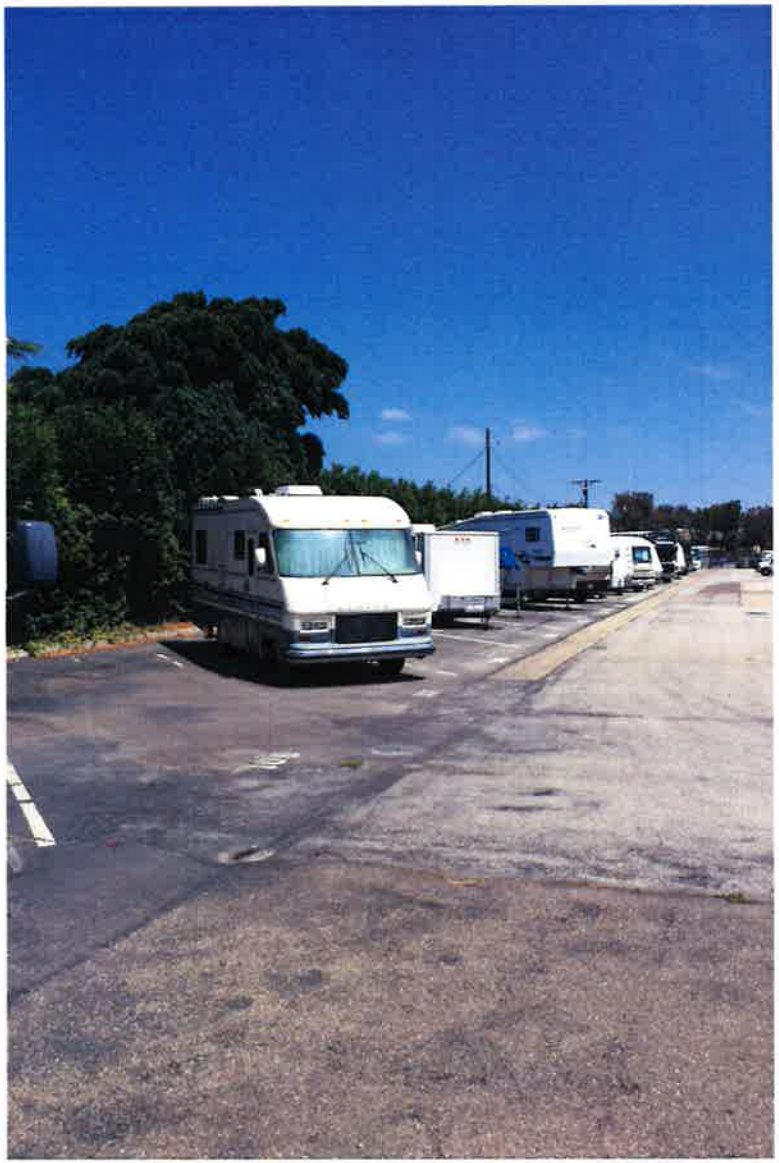
Map Display



FRONT OF SUBJECT SITE

FRONT OF SUBJECT SITE

FRONT OF SUBJECT SITE



WEST SIDE OF SUBJECT SITE (ADJACENT TO RESIDENTIAL)

WEST SIDE OF SUBJECT SITE (ADJACENT TO RESIDENTIAL)

EAST SIDE OF SUBJECT SITE (ADJACENT TO YARD)

EAST SIDE OF SUBJECT SITE (ADJACENT TO YARD)

EAST SIDE OF SUBJECT SITE (ADJACENT TO YARD)

EAST SIDE OF SUBJECT SITE (ADJACENT TO YARD)

REAR OF SUBJECT SITE (ADJACENT TO CHANNEL)

December 11, 2015

City of Costa Mesa
Development Services Department
77 Fair Drive
Costa Mesa, CA 92626

Attn: Claire Flynn, Assistant Development Services Director

RE: 929 Baker Street, City of Costa Mesa Vesting Tentative Tract Map (VTTM) 17980 – Letter of Justification

Dear Ms. Flynn:

DeNova Homes is pleased to submit to the City of Costa Mesa Vesting Tentative Tract Map (VTTM) 17980. The following serves as the requisite letter of justification for this application.

Project Summary

- Owner/Developer – DeNova Homes
- Tentative Tract No. – 17980
- Area – 4.71 Acres
- Numbered Lots – 1
- Lettered Lots – N/A
- No. of Units – 56
- Density – 11.9 DU/AC
- General Plan Designation – Residential
- Existing Zoning Designation – R2-MD Multiple Family Residential
- Proposed Zoning Designation – R2-MD Multiple Family Residential
- Site Address – 929 Baker Street

The site is physically suitable for the proposed residential project. As can be seen in the submitted site plans and elevations, the proposed development is compatible with general character of the zoning code due to the relationship in scale, bulk, coverage and density consistent with surrounding land uses. The project is internal in nature and therefore will not have an adverse impact on the existing neighborhoods.

DeNova Homes looks forward to this next phase of the entitlement process in regards to the new community on Baker Street

Thank you in advance for your consideration,

Sincerely,

_____

Jeff Collins
Project Manager
C&V Consulting, Inc.

cc: Alan Toffoli

ATTACHMENT 4

RESOLUTION NO. PC-16-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA ADOPTING AN INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND APPROVING PLANNING APPLICATION PA-15-58 AND VESTING TENTATIVE TRACT MAP VTT-17980 FOR A 56-UNIT, DETACHED COMMON INTEREST RESIDENTIAL DEVELOPMENT PROJECT LOCATED AT 929 BAKER STREET

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

WHEREAS, an application was filed by the authorized agent, C&V Consulting, Inc., on behalf of the owner of real property, DeNova Homes, for property located at 929 Baker Street, requesting approval of the following:

1. ***Initial Study/Mitigated Negative Declaration (IS/MND):*** This document analyzes the environmental impacts of the proposed project. Significant environmental impacts are mitigated to below a level of significance.
2. ***Planning Application PA-15-58:*** Design Review to allow for the consolidation and subdivision of a 4.71 acre (205,168 square foot) lot located at 929 Baker Street into a residential development with a 56-unit, two story, detached, common interest residential development and a 0.10 acre private park. Proposed minimum on-site parking consists of the following: 224 spaces required; 237 spaces proposed inclusive of 13 additional surplus guest parking spaces.
    a. ***Administrative Adjustment***: Is requested to reduce the rear building setback along the Paularino Channel (20 feet required; 12 feet proposed), and reduce the distance between buildings within the development (10 feet required; 6 feet proposed).
    b. ***Variance from Open Space due to Proposed Surplus Guest Parking:*** The Applicant is proposing surplus guest parking spaces to exceed the minimum Code-required parking. Thirteen additional guest parking spaces are proposed for an overall total of 237 spaces. For CEQA purposes, the IS/MND also evaluated an alternative plan with 5 guest parking spaces and code compliant 40% open space. The surplus guest parking would reduce the size of on-site park from 0.11 acre to 0.10 acre in size. The surplus guest parking requires a variance to deviate from the

open space requirement (40 percent open space required; 39.5% open space proposed). **NOTE:** Code does not require the 13 surplus guest parking spaces. If these surplus spaces are not approved as part of the proposed project, a variance from open space would not be required. For CEQA purposes, the IS/MND also evaluated an alternative plan with 5 guest parking spaces and code compliant 40% open space.

3. ***Vesting Tentative Tract Map VTT-17980***: to subdivide the property for condominium purposes for home ownership.

WHEREAS, a duly noticed public hearing was held by the Planning Commission on July 25, 2016, with all persons having the opportunity to speak and be heard for and against the proposal.

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the project, which was circulated from June 8, 2016, to July 8, 2016, for public review and comment.

WHEREAS, the Planning Commission has reviewed all environmental documents comprising the Initial Study/Mitigated Negative Declaration and has found that the Initial Study/Mitigated Negative Declaration considers all environmental impacts of the proposed project and a reasonable range of alternatives, and the Initial Study/Mitigated Negative Declaration, and the mitigation measures incorporated herein, is complete, adequate, and fully complies with all requirements of CEQA, the CEQA Guidelines, and the City of Costa Mesa Environmental Guidelines.

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

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit A, and subject to the conditions of approval contained in Exhibits B and B1, and all the mitigation measures indicated in the Mitigation Monitoring Program contained within Exhibit C, respectively, as well as with compliance of all applicable federal, state, and local laws, the Planning Commission **ADOPTS** the Initial Study/Mitigated Negative Declaration and **APPROVES** Planning Application PA-15-58 and Vesting Tentative Tract Map VTT-17980 with respect to the property described above.

PASSED AND ADOPTED this 25th day of July, 2016

_____

Robert L. Dickson Jr., Chair
Costa Mesa Planning Commission

STATE OF CALIFORNIA)
)ss
COUNTY OF ORANGE)

I, Gary Armstrong, acting secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution was passed and adopted at a meeting of the City of Costa Mesa Planning Commission held on July 25, 2016, by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Gary Armstrong, Acting Secretary
Costa Mesa Planning Commission

EXHIBIT A

FINDINGS

A. The proposed project complies with Costa Mesa Municipal Code Section 13-29(e) because:

Finding: A compatible and harmonious relationship exists between the proposed use and existing buildings, site development, and uses that exist or have been approved for the general neighborhoods.

Facts in Support of Findings: With implementation of the mitigation measures identified in the IS/MND for the proposed project, all potentially significant environmental impacts have been reduced to less than significant levels. With the implementation of the recommended conditions of approval, the proposed project will be compatible and harmonious with uses that exist within the general neighborhood. The project features quality construction and materials. The proposal provides on-site amenities comparable with quality residential units. The proposed parking is adequate to meet the demand for this project.

Finding: Safety and compatibility of the design of the parking areas, landscaping, luminaries, and other site features including functional aspects of the site development such as automobile and pedestrian circulation have been considered.

Facts in Support of Findings: The proposed on-site parking will be sufficient to accommodate the proposed mix of units within this project. The project will provide adequate sight distance for vehicles at all project drive approaches. Hammerhead turnarounds will be provided at the end of the three north/south running private streets to further facilitate site circulation. Prior to issuance of building permits, the applicant shall submit a Lighting Plan and Photometric Study. The project has been conditioned to comply with these conditions; as a result, the safety and compatibility of the project has been insured.

Finding: The use is consistent with the General Plan.

Facts in Support of Findings: The project proposes 56 dwelling units; the existing General Plan and zoning designations would allow up to 56 dwelling units. Therefore, the proposed project is consistent with the General Plan.

Finding: The cumulative effect of all the planning applications have been considered.

Facts in Support of Findings: The cumulative effects have all been considered for this project and no significant impacts were identified.

B. The proposed project complies with Costa Mesa Municipal Code Section 13-29(g)(1) because:

a. Because of special circumstances applicable to the property, the strict application of development standards deprives such property of privileges enjoyed

by others in the vicinity under identical zoning classifications.

b. The deviation granted shall be subject to such conditions as will assure that the deviation authorized shall not constitute a grant of special privileges inconsistent with the limitation upon other properties in the vicinity and zone in which the property is situated.

c. The granting of the deviation will not allow a use, density, or intensity which is not in accordance with the general plan designation and any applicable specific plan for the property.

Facts in Support of Finding:

- *Approval of the variance from open space and the administrative adjustment from the rear setback and distance between main buildings is justified because of special circumstances applicable to the property that deprives the property of privileges enjoyed by others in the vicinity.* With regard to the variance from open space, the applicant is proposing surplus guest parking spaces within the private streets of the development to exceed the minimum Code-required parking. Thirteen additional guest parking spaces are proposed for an overall total of 237 spaces on-site. If these surplus spaces are not approved as part of the proposed project, a variance from open space would not be required. The additional surplus parking spaces creates a special circumstance in that the parking is in excess of code and deprives the property of privileges enjoyed by surrounding residential properties, which provide surplus parking on public streets.

  With regard to setbacks, the project proposes to encroach into the required 20-foot rear yard setback by 8 feet and reduce main building separation to allow for a minimum six-foot building separation. The project would still be subject to Code requirements as they pertain to Building and Fire safety. The dwelling units are designed so that they will have full use of the six-foot separation. The project also includes a .10 acre private park within the development lot, and each unit will include an adjoining patio required with dimensions that exceed the 10 feet required for private open space.

- *The variance from open space and the administrative adjustment from the rear setback and distance between main buildings will not constitute a grant of special privileges inconsistent with other properties in the vicinity.* The deviations do not constitute a grant of special privileges since these types of developments are allowed to be attached units in the R2-MD zone. The project proposes detached units to provide more of a single-family residential design.

- *Granting of the deviations will not allow a use, density, or intensity which is not in accordance with the general plan designation for the property (56 units allowed; 56 units proposed).* The proposed project is located within the Medium Density Residential General Plan land use designation, which allows a density up to 12 units per acre. The granting of the deviation will not be detrimental to the public health, safety, or welfare, or be materially

injurious to properties or improvements in the vicinity. The development is consistent with the General Plan goals and policies as discussed earlier in this report, and will be required to comply with all applicable Building and Fire Safety regulations to ensure that no adverse impact to the public health, safety, or welfare is created as a result of this project.

C. The proposed project complies with Costa Mesa Municipal Code Section 13-29(g)(13) because:

Finding: The creation of the subdivision and related improvements is consistent with the General Plan and the Zoning Code.

Facts in Support of Finding: The creation of the subdivision and related improvements is consistent with the General Plan and the Zoning Code, is physically suitable to accommodate the subdivision in terms of type, design, and density of development, and is consistent with the State Subdivision Map Act. The creation of the subdivision is consistent with General Plan Land Use Element in that the project complies with Objective LU-1.3 which encourages owner-occupied housing to improve the balance between rental and ownership housing opportunities. The property is physically suitable to accommodate the subdivision for condominium purposes. Public Services staff has confirmed that there are no interferences with the City's or other utility right-of-way areas and/or easements within the tract.

Finding: The proposed use of the subdivision is compatible with the General Plan.

Facts in Support of Finding: The project proposes residential uses on the property. The project has a density of 11.9 units per acre, consistent with the General Plan designation of Medium Density Residential, which allows 12 dwelling units per acre.

Finding: The subject property is physically suitable to accommodate the subdivision in terms of type, design, and density of development, and will not result in substantial environmental damage nor public health problems, based on compliance with the Zoning Code and General Plan, and consideration of appropriate environmental information.

Facts in Support of Finding: The City of Costa Mesa originally prepared the environmental clearance documentation for the adoption and approval of the project for a 56-Unit detached residential common interest development, by preparing an Initial Study/Mitigated Negative Declaration (IS/MND), which was conducted pursuant to the requirements of the California Environmental Quality Act (CEQA). The IS/MND supports the conclusion that the proposed project does not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. With implementation of the mitigation measures identified in the IS/MND for the proposed project, all potentially significant impacts have been reduced to less than significant levels. The project complies with the maximum allowed density for the site and provides adequate open space, parking and setbacks from adjacent properties.

Finding: The design of the subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities in the subdivision, as required by State Government Code Section 66473.1.

Facts in Support of Finding: The project provides private open space areas under partial roof canopies and incorporates landscaping, such as trees, to ensure natural and passive heating and cooling from the sun exposure. Approximately one-third of the units are designed in a north-south position allowing for narrow portion of homes along the southern elevation to minimize sun exposure. The project also provides private open space areas under entry canopies.

Finding: The subdivision and development of the property will not unreasonably interfere with the free and complete exercise of the public entity and/or public utility rights-of-way and/or easements within the tract.

Facts in Support of Finding: The proposed project does not interfere with the public right of way per the Public Services Division.

Finding: The discharge of sewage from this subdivision into the public sewer system will not violate the requirements of the California Regional Water Quality Control Board pursuant to Division 7 (commencing with Section 13000 of the Water Code).

Facts in Support of Finding: The applicant will be required to comply with all regulations set forth by the Costa Mesa Sanitation District as well as the Mesa Water District.

D. The proposed project complies with Costa Mesa Municipal Code Section 13-29(g)(14) because:

Finding: The project complies with the City of Costa Mesa Zoning Code and meets the purpose and intent of the residential design guidelines, which are intended to promote design excellence in new residential construction, with consideration being given to compatibility with the established residential community. This design review includes site planning, preservation of overall open space, landscaping, appearance, mass and scale of structures, location of windows, varied roof forms and roof plane breaks, and any other applicable design features.

Facts in Support of Findings: The design of the two-story homes complies with the building mass and form, side and rear yard setbacks, elevation treatment, and architectural consistency guidelines. The overall architectural includes Modern Spanish, Plantation, and Modern Farmhouse style architecture for the various floor plans. The two-story structures are simple in design and accented with entry porches, combination of gable and hipped roofs, decorative window treatments, and combination of wall treatments, including stucco, shingle siding, and board and batten siding. The proposed project will be required to provide enhanced architectural treatments along Baker Street to provide visual interest along these public right-of-ways. The developer will also be required to construct minimum 7-foot high block walls

where required. The plan includes landscaping in the setback abutting the public rights-of-way, within the private open space areas, and along the driveway and parking areas for each unit. The concept plan shows large trees along the perimeter of the development lot along Baker Street.

E. The project has been reviewed for compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the City's environmental procedures. An IS/MND was prepared for the proposed project, pursuant to the California Environmental Quality Act. Although the proposed project could have a significant effect on the environment, mitigation measures have been included as conditions of approval that reduce impacts to the fullest extent reasonable and practicable.

F. Mitigation Measures from the IS/MND have been included as conditions of approval (Exhibit C). If any of these conditions are removed, the Planning Commission must make a finding that the project will not result in significant environmental impacts, that the condition(s) are within the responsibility and jurisdiction of another public agency, or that specific economic, social, or other considerations make the mitigation measures infeasible.

G. The project, as conditioned, is consistent with Chapter XII, Article 3, Transportation System Management, of Title 13 of the Costa Mesa Municipal Code in that the development project's traffic impacts will be mitigated at all affected intersections and by the payment of traffic impact fees.

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

EXHIBIT B

CONDITIONS OF APPROVAL

Plng. 1. The expiration date of PA-15-58 shall coincide with the expiration date of the vesting tentative tract map, which is valid for two years. An extension request is required to be approved by the Planning Commission to extend the expiration for each additional year.

2. PA-15-58 and VTT-17980 shall comply with the conditions of approval, code requirements, special district requirements, and mitigation measures of the IS/MND for this project. Mitigation measures from the IS/MND for this project have been included as Exhibit C. If any of these conditions are removed, the Planning Commission must make a finding that the project will not result in significant environmental impacts, that the conditions are within the responsibility of another public agency, or that specific economic, social, or other considerations make the mitigation measures infeasible.

3. The conditions of approval, including Mitigation Measures incorporated by reference in these Conditions of Approval as Exhibit C, code requirements, and special district requirements of PA-15-58 shall be blueprinted on the face of the site plan as part of the plan check submittal package.

4. Prior to issuance of certificate of occupancy, applicant shall provide a Buyer's Notice for review/approval to the Development Services Director. It will serve as written notice of the existing noise environment and commercial operations of neighboring properties. Buyers must sign a disclosure to acknowledge that they have read and understand the existing land use conditions. The disclosure notice shall be kept on file by the developer and shall be approved in form and substance by the City Attorney's office.

5. A residential parking management plan shall be submitted to the Development Services Director and the Transportation Services Manager prior to issuance of first certificate of occupancy. The parking management plan shall denote the following:
   a. Method of allocation of assigned parking, as applicable.
   b. Location of visitor parking, including appropriate signage.
   c. Provide proof of a contract with a towing service to enforce the parking regulations if parking problems arise.

6. No modification(s) of the approved building elevations including, but not limited to, changes that increase the building height, removal of building articulation, or a change of the finish material(s), shall be made during construction without prior Planning Division written approval. Specifically, the proposed architecture consists of Modern Spanish, Plantation, and Modern Farmhouse style architecture for the various floor plans. Elevations shall not be modified unless otherwise approved by the Development Services Director as consistent with the architectural design and features of the proposed development. Failure to obtain prior Planning Division approval of the modification could result in the requirement of the applicant to (re)process the modification through a discretionary review process or a variance, or in the requirement to modify the construction to reflect the approved plans.

7. Elevations facing Baker Street shall incorporate additional exterior elevation treatments as recommended in the City's Residential Design Guidelines.
8. Second floor windows shall be offset to avoid privacy issues to the second story windows of abutting properties. Windows which cannot be offset must be frosted or elevated to maintain privacy.
9. The subject property's ultimate finished grade level may not be filled/raised in excess of 30 inches above the finished grade of any abutting property. If additional fill dirt is needed to provide acceptable on-site storm water flow to a public street, an alternative means of accommodating that drainage shall be approved by the City's Building Official prior to issuance of any grading or building permits. Such alternatives may include subsurface tie-in to public storm water facilities, subsurface drainage collection systems and/or sumps with mechanical pump discharge in-lieu of gravity flow. If mechanical pump method is determined appropriate, said mechanical pump(s) shall continuously be maintained in working order. In any case, development of subject property shall preserve or improve the existing pattern of drainage on abutting properties. Applicant is advised that recordation of a drainage easement across the private street may be required to fulfill this requirement.
10. The developer shall contact the Planning Division to arrange a Planning inspection of the site prior to the release of occupancy. This inspection is to confirm that the Planning Division conditions of approval and code requirements have been satisfied.
11. Address assignment shall be requested from the Planning Division prior to submittal of working drawings for plan check. The approved address of individual units, suites, buildings, etc., shall be blueprinted on the site plan and on all floor plans in the working drawings.
12. Trash facilities shall be screened from view, and designed and located appropriately to minimize potential noise and odor impacts to residential areas either within the garages or within the side yard areas (behind fences).
13. Prior to issuance of building permits, developer shall contact the U.S. Postal Service with regard to location and design of mail delivery facilities. Such facilities shall be shown on the site plan, landscape plan, and/or floor plan.
14. The project shall incorporate green building design and construction techniques where feasible; CAL Green Code or higher as determined by applicant. The applicant may contact the Building Safety Division at (714) 754-5273 for additional information.
15. No exterior roof access ladders, roof drain scuppers, or roof drain downspouts are permitted. This condition relates to visually prominent features of scuppers or downspouts that not only detract from the architecture but may be spilling water from overhead <u>without</u> an integrated gutter system which would typically channel the rainwater from the scupper/downspout to the ground. An integrated downspout/gutter system which is painted to match the building would comply with the condition. This condition shall be completed under the direction of the Planning Division.
16. A decorative perimeter block wall a minimum of 7 feet in height shall be

constructed along the boundaries of the site, prior to issuance of certificates of occupancy unless otherwise approved by the Development Services Director. Where walls on adjacent properties already exist, the applicant shall work, to the extent practical and feasible, with the adjacent property owner(s) to prevent side-by-side walls with gaps in between them.

17. Demolition permits for existing structures shall be obtained and all work and inspections completed prior to final building inspections. Developer is notified that written notice to the Air Quality Management District may be required ten (10) days prior to demolition.
18. The private, interior fences between the proposed units shall be a minimum of 6 feet in height.
19. Developer shall submit a detailed Landscape Plan for the public and private open spaces, for review and approval by the Development Services Department, prior to any construction landscape improvements. The plan shall include all decorative hardscape and landscape improvements as shown on the conceptual plans to provide visual relief for the project from the street. Final materials shall be subject to approval by the Planning Division.
20. Along Baker Street, the landscape plan shall feature 24-inch box trees and 5-gallon shrubs that exceed the minimum size requirements of trees and shrubs as described in the City's landscaping standards to the satisfaction of the Development Services Director. Specifically, the 10-foot wide landscape area in front of the decorative block wall along Baker Street shall be landscaped with dense trees and vegetation to the fullest extent possible. The landscape plan shall be approved prior to issuance of building permits.
21. If the project is constructed in phases, the perimeter walls, landscaping along the frontages, and irrigation shall be installed prior to the release of utilities for the first phase.
22. Prior to issuance of building permits for the proposed residential common-interest development project, applicant shall submit a Land Use Restriction indicating that the 0.10-acre private park shall not be subdivided and separately developed. The 0.10-acre private park in its entirety is to remain as an open space amenity serving the residents of the development. Future redevelopment into housing or other uses are expressly prohibited. This document shall be approved by the City Attorney's office and shall be recorded against the property or included as declaratory statements in the CC&Rs, as applicable. The final documentation of this restriction shall occur to the satisfaction of the Development Services Director and the City Attorney's office prior to issuance of the first certificate of occupancy for a dwelling unit.
23. To avoid an alley-like appearance, private streets shall not be entirely paved with asphalt nor be developed with a center concrete swale. The private streets shall be complemented by stamped concrete or pervious pavers. The final landscape concept plan shall indicate the landscape palette and the design/material of paved areas.
24. Prior to issuance of grading permits, developer shall identify to the Development Services Director a construction relations officer to act as a community liaison concerning on-site activity, including resolution of issues related to dust generation from grading/paving activities.

25. Prior to issuance of grading permits, developer shall submit for review and approval a Construction Management Plan. This plan features methods to minimize disruption to the neighboring uses to the fullest extent that is reasonable and practicable. The plan shall include construction parking and vehicle access and specifying staging areas and delivery and hauling truck routes. The plan should mitigate disruption to businesses during construction. The truck route plan shall preclude truck routes through residential areas and major truck traffic during peak hours. The total truck trips to the site shall not exceed 200 trucks per day (i.e., 100 truck trips to the site plus 100 truck trips from the site) unless approved by the Development Services Director or Transportation Services Manager.
26. Prior to issuance of building permits, the building plans shall demonstrate that all units are equipped with a mechanical ventilation system that will properly filter the indoor air. The ventilation system can be a component of the air conditioning system with the distinction being that clean, ventilated air flow does not necessarily need coolant.
27. Developer shall defend, indemnify, and hold harmless the City, its elected and appointed officials, agents, officers and employees from any claim, action, or proceeding (collectively referred to as "proceeding") brought against the City, its elected and appointed officials, agents, officers or employees arising out of (1) City's approval of the project, including but not limited to any proceeding under the California Environmental Quality Act. The indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and cost of suit, attorney's fees, and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by the applicant, the City and/or the parties initiating or bringing such proceeding. This indemnity provision shall include the applicant's obligation to indemnify the City for all the City's costs, fees, and damages that the City incurs in enforcing the indemnification provisions set forth in this section.
28. Transformers, backflow preventers, and any other approved aboveground utility improvement shall be located outside of the required street setback area and shall be screened upon view, under direction of Planning staff. Any deviation from this requirement shall be subject to review and approval of the Development Services Director.
29. Prior to the issuance of building permits, the applicant shall submit a Lighting Plan and Photometric Study for the approval of the City's Development Services Department. The Lighting Plan shall demonstrate compliance with the following:
    - The mounting height of lights on light standards shall not exceed 18 feet in any location on the project site unless approved by the Development Services Director;
    - The intensity and location of lights on buildings shall be subject to the Development Services Director's approval;
    - All site lighting fixtures shall be provided with a flat glass lens. Photometric calculations shall indicate the effect of the flat glass lens fixture efficiency;
    - Lighting design and layout shall limit spill light to no more than 0.5 foot-candle at the property line of the surrounding neighbors,

consistent with the level of lighting that Is deemed necessary for safety and security purposes on site; and,

- Glare shields may be required for select light standards.

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

    a. Moisten soil not more than 15 minutes prior to moving soil or conduct whatever watering is necessary to prevent visible dust emissions from exceeding 100 feet in any direction.

    b. Apply chemical stabilizers to disturbed surface areas (completed grading areas) within five days of completing grading or apply dust suppressants or vegetation sufficient to maintain a stabilized surface.

    c. Water excavated soil piles hourly or covered with temporary coverings.

    d. Water exposed surfaces at least twice a day under calm conditions. Water as often as needed on windy days when winds are less than 25 miles per day or during very dry weather in order to maintain a surface crust and prevent the release of visible emissions from the construction site.

    e. Wash mud-covered tired and under-carriages of trucks leaving construction sites.

    f. Provide for street sweeping, as needed, on adjacent roadways to remove dirt dropped by construction vehicles or mud, which would otherwise be carried off by trucks departing project sites.

    g. Securely cover loads with a tight fitting tarp on any truck leaving the construction sites to dispose of debris.

31. Permanently installed wood burning devices are not permitted. A wood burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or any similarly enclosed, permanently installed, indoor or outdoor device burning any solid fuel for aesthetic or space-heating purposes, which has a heat input of less than one million British thermal units per hour.

32. The project shall comply with Title 24 of the California Code of Regulations established by the energy conservation standards. The project Applicant shall incorporate the following in building plans:

    - Double paned glass or window treatment for energy conservation shall be used in all exterior windows.

    - Buildings shall be oriented north/south where feasible.

33. In the event that archaeological resources are encountered during grading and construction, all construction activities shall be temporarily halted or redirected to permit the sampling, identification, and evaluation

of archaeological materials as determined by the City, who shall establish, in cooperation with the project Applicant and a certified archaeologist, the appropriate procedures for exploration and/or salvage of the artifacts.

34. In the event that paleontological resources are unearthed during subsurface construction activities, all earth-disturbing work within a 100-ft radius of the find shall be temporarily suspended or redirected until a paleontologist has evaluated the nature and significance of the find.
35. If human remains are unearthed, State Health and Safety Code Section 7050.5 require that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely descendant of the deceased Native American, who will then serve as consultant on how to proceed with the remains.
36. Prior to demolition activities, removal and/or abatement of asbestos containing building materials, lead based paints, and hazardous materials associated with the existing building materials, an investigation shall be conducted by a qualified environmental professional in consultation with the Costa Mesa Fire Department. An asbestos and hazardous materials abatement plan shall be developed by the qualified environmental professional, in order to clearly define the scope and objective of the abatement activities.
37. During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1529, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos. Asbestos-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.
38. During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1532.1, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead. Lead-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.
39. Prior to investigations, demolition, or renovation, all activities shall be coordinated with Dig Alert (811).
40. Visual inspections for areas of impact to soil shall be conducted during site grading. If unknown or suspect materials are discovered during construction by the contractor that are believed to involve hazardous wastes or materials, the contractor shall:
    - Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
    - Notify the City Engineer and Costa Mesa Fire Department;
    - Secure the area(s) in question; and
    - Implement required corrective actions, including remediation if applicable.
41. Applicant shall provide proof of establishment of a homeowners

association prior to release of any utilities. Provide proof of recordation of Subdivision Map and CC&RS prior to issuance of building permits unless otherwise approved by the Development Services Director.

42. Prior to issuance of a final certificate of occupancy for the first unit, the City Attorney's office shall review and approve the CC&R provisions related to transient occupancy. These include any and all types of vacation rentals, short-term or long-term rentals, bed and breakfast lodging, boardinghouse, residency hotel, etc. If the violation is not rectified within 30 days by eviction of the tenant(s), the owner shall be subject to a first citation of $150, including fines as adopted by the City Council. (At this time fines range from $150 for the first infraction to $500 for three plus infractions.). The Development Services Director may apply fines not to exceed $500 per day for violations that are not resolved.

43. Prior to issuance of building permits, the applicant shall provide the Conditions, Covenants, and Restrictions (CC&Rs) to the Development Services Director and City Attorney's office for review. The CC&Rs must be in a form and substance acceptable to, and shall be approved by the Development Services Director and City Attorney's office.

    a. The CC&Rs shall contain provisions requiring that the maintenance association effectively manage parking and contract with a towing service to enforce the parking regulations.
    b. The CC&Rs shall also contain provisions related to preservation and maintenance of the private street and perimeter landscaping in perpetuity by the maintenance association. The CC&Rs shall also contain the buyer's notice as an exhibit.
    c. The CC&R's shall contain restrictions requiring residents to park vehicles in garage spaces provided for each unit. Storage of other items may occur only to the extent that vehicles may still be parked within the required garage at the number for which the garage was originally designed and to allow for inspections by the association to verify compliance with this condition.
    d. The CC&Rs shall contain provisions requiring that the maintenance association submit a signed affidavit to the City of Costa Mesa on an annual basis to certify the following:
        - The garages in the residential community are being used for vehicle parking by the resident(s).
        - The vehicle parking areas within the garage are not obstructed by storage items, including but not limited to, toys, clothing, tools, boxes, equipment, etc.
        - The resident(s) have consented to voluntary inspections of the garage to verify the parking availability, as needed.
        - The form and content of the affidavit shall be provided by the City Attorney's office. Failure to file the annual affidavit is considered a violation of this condition.
    e. Open parking spaces on the private streets shall be open, unassigned, and available for all guest of the development. Proper signage indicating a tow-away zone shall be required.
    f. Any subsequent revisions to the CC&Rs related to these provisions must be reviewed and approved by the City Attorney's office and the Development Services Director before they

become effective.

44. The existing OCTA bus stop amenities in the public right-of-way shall be relocated onto the private property and maintained by the HOA.

Trans. 45. All 18-foot long driveways shall provide access from a 25-foot wide minimum private street.

Eng. 46. Comply with requirements contained in the letter prepared by the City Engineer (Exhibit B1).

CODE REQUIREMENTS

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

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

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

3. Development shall comply with all requirements of Article 1, Chapter 5, and Article 9, Chapter 5 of Title 13 of the Costa Mesa Municipal Code relating to development standards for residential projects.

4. Pay Park fee prior to certificate of occupancy. Applicable fee shall be that fee in effect at the time the subdivision application is filed with the City.

5. A minimum 20-foot by 20-foot clear interior dimension shall be provided for all 2-car garages.

6. Minimum garage door width shall be 16 feet (2-car garages).

7. Grading materials delivery, equipment operation, and other construction-related activity shall be limited to be-tween the hours of 7 a.m. and 8 p.m., Monday through Friday, and 8 a.m. to 6 p.m. Saturday. Construction is prohibited on Sundays and federal holidays. Exceptions may be made for activities that will not generate noise audible from off-site, such as painting and other quiet interior work.

8. Parking stalls within the private street shall be double-striped in accordance with City standards.

9. All new on-site utility services shall be installed underground.

10. Installation of all new utility meters shall be performed in a manner so as to obscure the installation from view from any place on or off the property. The installation shall be in a manner acceptable to the public utility and shall be in the form of a vault, wall cabinet, or wall box under the direction of the Planning Division.

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

12. The project shall be subject to the submission of legal instruments setting forth a plan or manner of permanent care and maintenance of all common open space and other facilities provided in the final development

plan.

13. All landscaped areas shall be separated from paved vehicular areas by 6-inch high continuous Portland Cement Concrete curbing.
14. Two (2) sets of detailed landscape and irrigation plans, which meet the requirements set forth in Costa Mesa Municipal Code Sections 13-101 through 13-108 and the City's Water Efficient Landscape Guidelines, shall be required as part of the project plan check review and approval process. Plans shall be forwarded to the Planning Division for final approval prior to issuance of building permits. The two (2) sets of landscape and irrigation plans shall be attached to two of the final building plan sets.
15. Landscaping and irrigation shall be installed in accordance with the approved plans prior to final inspection or occupancy clearance.
16. If present and/or projected exterior noise exceeds 60 CNEL, California Noise Insulation Standards, Title 25, California Code of Regulations require a maximum interior noise level of 45 CNEL for residential structures. If required interior noise levels are achieved by requiring that windows be unopenable or closed, the design for the structure must also specify the means that will be employed to provide ventilation and cooling if necessary, to provide a habitable interior environment.
17. In compliance with the City's mitigation monitoring program, the applicant shall submit a compliance report to the Planning Division along with plans for plan check or prior to commencement of the project's activity if no construction is involved, that lists each mitigation measure and states when and how the mitigation measures are to be met.

Bldg.

18. Comply with the requirements of the 2013 California Building Code, 2013 California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards Code and 2013 California Energy Code (or the applicable adopted California Building Code, California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards and California Energy Code at the time of plan submittal or permit issuance) and California Code of Regulations also known as the California Building Standards Code, as amended by the City of Costa Mesa.
19. Lot shall be graded to drain surface water away from the foundation walls. The grade shall fall a minimum of 6 inches within the first 10 feet (CRC R401.3).
20. Submit a soils report for this project. Soil's Report recommendations shall be blueprinted on both the architectural and the precise grading plans. If applicable to this project the soil's report shall address how the new slop shall be maintained to avoid any future failure.
21. Submit a precise grading plans, an erosion control plan and a hydrology study.
22. In order to comply with the DAMP, the project shall prepare a Storm Drain Plan, Stormwater Pollution Prevention Plan (SWPPP), and Water Quality Management Plan (WQMP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements, prepared by a Licensed Civil Engineer or Environmental Engineer, which shall be submitted to the Department of Public Services for review and approval.
    - The SWPPP shall be prepared and updated as needed during the course of construction to satisfy the requirements of each phase of

development. The plan shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to eliminate polluted runoff until all construction work for the project is completed. The SWPPP shall include treatment and disposal of all dewatering operation flows and for nuisance flows during construction.

- A WQMP shall be maintained and updated as needed to satisfy the requirements of the adopted NPDES program. The plan shall ensure that the existing water quality measures for all improved phases of the project are adhered to.
- Location of the BMPs shall not be within the public right-of-way.

Trans.

23. Construct all proposed driveway approaches to comply with City standards.
24. Close unused drive approaches, or portion of, with full height curb and gutter that comply with City Standards.
25. Fulfill mitigation of off-site traffic impacts at the time of issuance of occupancy by submitting to the Transportation Services Division the required traffic impact fee pursuant to the prevailing schedule of charges adopted by the City Council. NOTE: The Traffic Impact Fee will be recalculated at the time of issuance of building permit/certificate of occupancy based upon any changes in the prevailing schedule of charges adopted by the City Council and in effect at that time.

Fire

26. Prior to the issuance of a Building Permit, the City of Costa Mesa Fire Department shall review and approve the project design features to assess compliance with the California Building Code and California Fire Code.
27. Project construction shall comply with Chapter 33, California Fire Code, 2013.
28. The project shall provide an automatic fire sprinkler system according to NFPA 13D.
29. Provide "blue dot" reflective markers for all on-site fire hydrants.
30. Provide on-site fire hydrants and access per approved fire master plan.

SPECIAL DISTRICT REQUIREMENTS

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

Sani

1. It is recommended that the developer contact the Costa Mesa Sanitary District at (949) 645-8400 to obtain Sanitary District requirements.
2. Applicant will be required to construct sewers to serve this project, at his own expense, meeting the approval of the Costa Mesa Sanitary District.
3. Applicant shall submit a plan showing sewer improvements that meets the District Engineer's approval to the Building Division as part of the plans submitted for plan check.
4. The applicant is required to contact the Costa Mesa Sanitary District at 949-645-8400 to arrange final sign-off prior to certificate of occupancy being released.
5. Unless an off-site trash hauler is being used, applicant shall contact the Costa Mesa Sanitary District at 949-645-8400 to pay trash collection program fees and arrange for service for all new residences. Residences using bin or dumpster services are exempt from this requirement.

AQMD	6.	Applicant shall contact the Air Quality Management District (800) 288-7664 for potential additional conditions of development or for additional permits required by the district.
School	7.	Pay applicable Newport Mesa Unified School District fees to the Building Division prior is issuance of building permits.
State	8.	Comply with the requirements of the California Department of Food and Agriculture (CDFA) to determine if red imported fire ants (RIFA) exist on the property prior to any soil movement or excavation.
Water	9.	Customer shall contact the Mesa Water District – Engineering Desk and submit an application and plans for project review. Customer must obtain a letter of approval and a letter of project completion from Mesa Water District.

EXHIBIT B1

CITY OF COSTA MESA

P.O. BOX 1200 • 77 FAIR DRIVE • CALIFORNIA 92628-1200

FROM THE DEPARTMENT OF PUBLIC SERVICES/ENGINEERING DIVISION

July 8, 2016

Costa Mesa Planning Commission
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92626

SUBJECT: Vesting Tentative Tract No. 17980
LOCATION: 929 Baker Street

Dear Commissioners:

Tentative Tract Map No. 17980 as furnished by the Planning Division for review by the Public Services Department consists of 56 lots condominium subdivision to construct 56 residential unit development. Tentative Tract Map No. 17980 meets with the approval of the Public Services Department, subject to the following conditions:

1. The Tract shall be developed in full compliance with the Subdivision Map Act and the City of Costa Mesa Municipal Code (C.C.M.M.C.), in addition to any conditions required by the Costa Mesa City Council and/or Planning Commission. The attention of the subdivider and his engineer is directed to Section 13-208 through 13-261 inclusive, of the Municipal Code.

2. Two copies of the Final Tract Map shall be submitted to the Engineering Division for checking. Map check fee shall be paid per C.C.M.M.C. Section 13-231.

3. A current copy of the title search shall be submitted to the Engineering Division with the first submittal of the Final Tract Map.

4. Dedicate an ingress/egress easement to the City for emergency and public security vehicles purposes only. Maintenance of easement shall be the sole responsibility of a Homeowners Association formed to conform to Section 13-41 (e) of the C.C.M.M.C.

5. Vehicular and pedestrian access rights to Baker Street shall be released and relinquished to City of Costa Mesa except at approved access locations.

6. A Construction Access Permit and deposit of $500 will be required by the City of Costa Mesa, Engineering Division prior to start of any on-site work, for street sweeping and to guarantee replacement costs in case of damage to existing public improvements.

7. Fulfill City of Costa Mesa Drainage Ordinance No. 06-19 requirements prior to approval of Final Map.

PHONE: (714) 754-5335 FAX: (714) 754-5028 TDD: (714) 754-5244
www.costamesaca.gov

8. Sewer improvements shall meet the approval of the Costa Mesa Sanitary District; call (949) 645-8400 for information.

9. Water system improvements shall meet the approval of the Mesa Water District; call (949) 631-1200 for information.

10. At the time of development submit for approval an Offsite Plan to the Engineering Division and a Grading Plan to the Building Division showing sewer, water, existing parkway improvements, hydrology calculations and the limits of the onsite work, both prepared by a registered Civil Engineer or Architect. Cross lot drainage shall not occur. Construction Access approval must be obtained prior to Building or Engineering Permits issued by the City of Costa Mesa. Payment of Offsite Plan Check fee per Section 13-231 of the C.C.M.M.C. and an approved Offsite Plan shall be required prior to Engineering Permits being issued by the City of Costa Mesa.

11. The subdivider's engineers shall furnish to the Engineering Division a storm runoff study showing existing and proposed facilities and the method of draining this area and tributary areas without exceeding the capacity of any street or drainage facility on-site or off-site to the satisfaction of the City Engineer. This study is to be furnished with the first submittal of the Final Map. Cross lot drainage shall not occur. Ownership and maintenance of the private on-site drainage facilities and parkway culverts and other common areas shall be transferred by owner to the Homeowners Association to be formed pursuant to C.C.M.M.C. Section 13-41.

12. Maintain the public Right-of-Way in a "wet-down" condition to prevent excessive dust and remove any spillage from the public Right-of-Way by sweeping or sprinkling.

13. All Haul routes must be approved by the City of Costa Mesa, Transportation and Engineering Divisions.

14. The subdivider shall conduct soil investigations and provide the results to the City of Costa Mesa Engineering and Building Divisions pursuant to Ordinance 97-11 and section 66491 of the Subdivision Map Act.

15. Prior to recordation of a Final Tract Map, the surveyor/engineer preparing the map shall tie the boundary of the map into the Horizontal Control System established by the County Surveyor in a manner described in Subarticle 12, Section 7-9-337 of the Orange County Subdivision Code.

16. Prior to recordation of a Final Tract Map, the surveyor/engineer preparing the map shall submit to the County Surveyor a digital-graphics file of said map in a manner described in Subarticle 12, Section 7-9-337 of the Orange County Subdivision Code.

17. Survey monuments shall be preserved and referenced before construction and replaced after construction, pursuant to Section 8771 of the Business and Profession Code.

18. The elevations shown on all of the subdivision plans shall correspond with the Orange County benchmark datum.

19. Prior to recordation of the Final Tract Map, submit required cash deposit or surety bond to guarantee monumentation. Deposit amount to be determined by the City Engineer.

20. Prior to Tract occupancy, the surveyor/engineer shall submit to the City Engineer a Digital Graphic File, reproducible mylar of the recorded Tract Map, and approved off-site plan and seven copies of the recorded Tract Map.

21. Prior to issuance of any Engineering Permits by the City of Costa Mesa the subdivider shall pay Final Map and Offsite Improvement Plan Check fees per Section 13-231 of the C.C.M.M.C.

22. The subdivider shall remove any existing driveway approaches and/or curb depressions that will not be used and replace with full height curb and sidewalk. per the approved offsite improvement plans. All work shall meet the City of Costa Mesa Standards and ADA requirements.

23. Obtain a permit from the City of Costa Mesa, Engineering Division, at the time of development and then construct P.C.C. driveway approach on Baker Street per City of Costa Mesa Standards as shown on the Offsite Improvement Plan. Location and dimensions are subject to the approval of the Transportation Services Manager. ADA compliance required for new driveway approach.

24. A Moratorium is in place on Baker Street for any cut in the street. The subdivider shall follow the moratorium resurfacing requirements of the City of Costa Mesa whenever a street cut is necessary for providing utility connections or any other reason for the purpose of serving the subdivision. All work shall conform to the City Standards and as required by the City Engineer.

25. The subdivider shall provide for a clear 4-foot sidewalks around all obstructions along the entire property frontage on Baker Street to meet the ADA requirements. All work shall meet the City of Costa Mesa Standards.

26. The subdivider shall collect all the drainage from the private drive and convey it through a curb drain to the street. All work shall be in conformance with the City of Costa Mesa Standards. No storm water shall sheet flow over the driveway approach.

27. Submit required cash deposit or surety bond to guarantee construction of off-site street improvements at time of permit per Section 15-32, C.C.M.M.C. and as approved by City Engineer. Cash deposit or surety bond amount to be determined by City Engineer.

Sincerely,

Baltazar Mejia, P. E.
City Engineer

EXHIBIT C

MTIGATION MONITORING PROGRAM

MITIGATION MONITORING AND REPORTING CHECKLIST

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
AESTHETICS							
SC 4.1.1	Prior to the issuance of Building Permits, the project Applicant shall submit a Lighting Plan and Photometric Study for the approval of the City's Development Services Department. The Lighting Plan shall demonstrate compliance with the following: • The mounting height of lights on light standards shall not exceed 18 feet in any location on the project site unless approved by the Development Services Director. • The intensity and location of lights on buildings shall be subject to the Development Services Director's approval. • All site lighting fixtures shall be provided with a flat glass lens. Photometric calculations shall indicate the effect of the flat glass lens fixture efficiency. • Lighting design and layout shall limit spill light to no more than 0.5-foot candle at the property line of the surrounding neighbors, consistent with the level of lighting that is deemed necessary for safety and security purposes on-site. • Glare shields may be required for select light standards.	Review of Project Plans	Prior to Issuance of Building Permits	City Building Official			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
AIR QUALITY							
SC 4.3-1	All construction contractors shall comply with South Coast Air Quality Management District (SCAQMD) regulations, including Rule 403, Fugitive Dust. All grading (regardless of acreage) shall apply best available control measures for fugitive dust in accordance with Rule 403. To ensure that the project is in full compliance with applicable SCAQMD dust regulations and that there is no nuisance impact off the site, the contractor would implement each of the following: • Moisten soil not more than 15 minutes prior to moving soil or conduct whatever watering is necessary to prevent visible dust emissions from exceeding 100 feet in any direction. • Apply chemical stabilizers to disturbed surface areas (completed grading areas) within five days of completing grading or apply dust suppressants or vegetation sufficient to maintain a stabilized surface. • Water excavated soil piles hourly or covered with temporary coverings. • Water exposed surfaces at least twice a day under calm conditions. Water as often as needed on windy days when winds are less than 25 miles per day or during very dry weather in order to maintain a surface crust and prevent the release of visible emissions from the construction site. • Wash mud-covered tired and under-carriages of trucks leaving construction sites.	Review of Project Plans; Construction Inspections	Prior to Issuance of Grading Permit; During Construction	Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	• Provide for street sweeping, as needed, on adjacent roadways to remove dirt dropped by construction vehicles or mud, which would otherwise be carried off by trucks departing project sites. • Securely cover loads with a tight fitting tarp on any truck leaving the construction sites to dispose of debris.						
SC 4.3-2	SCAQMD Rule 445 prohibits permanently installed wood burning devices into any new development. A wood burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or a similarly enclosed, aesthetic or space heating purposes, which has a heat input of less than one million British thermal units per hour.	Review of Project Plans	Prior to Issuance of Building Permits;	Development Services Department			
SC 4.3-3	The project shall comply with Title 24 of the California Code of Regulations established by the energy conservation standards. The project Applicant shall incorporate the following in building plans: • Double paned glass or window treatment for energy conservation shall be used in all exterior windows; • Buildings shall be oriented north/south where feasible.	Review of Project Plans	Prior to Issuance of Building Permits;	Development Services Department			
SC 4.3-4	The Applicant shall contact the South Coast Air Quality Management District (SCAQMD) at (800) 288-7664 for potential additional conditions of development or for additional permits required by the SCAQMD.						

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
AQ-1	The following measures shall be implemented by the contractor to reduce ROG emissions resulting from application of architectural coatings: • Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent; • Use pre-painted construction materials; and • VOC content of architectural coatings shall not exceed 50 grams per liter.	Review of Project Plans; Construction Inspections	During Construction	Development Services Department			
BIOLOGICAL RESOURCES							
SC 4.4-1	The Applicant shall comply with the requirements of the California Department of Food and Agriculture (CDFA) to determine if red imported fire ants exist on the project site prior to any soil movement or excavation. Call CDFA at (714) 708-1910 for information.	Review of Project Plans	Prior to Soil Movement or Excavation Activities; During Construction Activities	Project Applicant			
CULTURAL RESOURCES							
SC 4.5-1	In the event that archaeological resources are encountered during grading and construction, all construction activities shall be temporarily halted or redirected to permit the sampling, identification, and evaluation of archaeological materials as determined by the City, who shall establish, in cooperation with the project Applicant and a certified archaeologist, the appropriate procedures for exploration and/or salvage of the artifacts.	Construction Inspections	During Construction	Development Services Department; Certified Archaeologist (if required)			
SC 4.5-2	In the event that paleontological resources are encountered during grading and construction operations, all construction activities shall be temporarily halted or redirected to permit a qualified paleontologist to assess the find for significance and, if necessary, develop a	Construction Inspections	During Construction	Development Services Department; Certified Paleontologist (if required)			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	paleontological resources impact mitigation plan (PRIMP) for the review and approval by the City prior to resuming excavation activities.						
SC 4.5-3	If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.	Construction Inspections	During Construction	Development Services Department; County Coroner (if required)			
GEOLOGY AND SOILS							
SC 4.6-1	The Applicant shall comply with the requirements of the 2013 California Building Code, 2013 California Residential Code, 2013 California Electrical Code, 2013 California Mechanical Code, 2013 California Plumbing Code 2013 California Green Building Standards Code, and the 2013 California Energy Code (or the applicable adopted California Building Code, California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards, California Energy Code at the time of plan submittal or permit	Review of Project Plans	Prior to the Issuance of Building Permit	Development Services Department			

55

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	issuance), and California Code of Regulations also known as the California Building Standards Code, as amended by the City of Costa Mesa. Areas of alteration and additions shall comply with 2013 California Green Building Standards Code Sections 5.303.2 and 5.303.2.						
SC 4.6-2	The Applicant shall submit a soils report for this project detailing the expansion potential of on-site soils, and recommendations to minimize any impacts from these soils. The Soils Report recommendations shall be blueprinted on both the architectural and grading plans. For existing soil or where fill are proposed, the Soils Report shall address how the existing soils or the new fill will be maintained to avoid future expansion of soils.	Review of Project Plans	Prior to the Issuance of Grading Permit	Development Services Department			
GEO-1	Prior to issuance of a building permit, the Building Official shall ensure that final engineering plans meet the design parameters for seismic safety identified in the recommendations of the Preliminary Geotechnical Evaluation (Alta California Geotechnical, Inc., *Preliminary Subsurface Geotechnical Investigation for the Proposed Residential Development, 929 Baker Street, City of Costa Mesa, California,* dated September 1, 2015) shall be stipulated in the construction contracts, grading plans, and specifications. All grading activities shall be conducted under the observation and testing of the project geotechnical consultant in accordance with the recommendations of the Preliminary Geotechnical Evaluation and the City of Costa Mesa criteria.	Review of Project Plans	Prior to the Issuance of Building Permit	Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
HAZARDS AND HAZARDOUS MATERIALS							
SC 4.8-1	Prior to demolition activities, removal and/or abatement of asbestos containing building materials, lead based paints, and hazardous materials associated with the existing building materials, an investigation shall be conducted by a qualified environmental professional in consultation with the Costa Mesa Fire Department. An asbestos and hazardous materials abatement plan shall be developed by the qualified environmental professional, in order to clearly define the scope and objective of the abatement activities.	Review of Project Plans	Prior to Issuance of Demolition Permit or Demolition Activities	Development Services Department; Costa Mesa Fire Department			
SC 4.8-2	During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1529, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos. Asbestos-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.	During Demolition, Grading, and Excavation Activities	During Demolition, Grading, and Excavation Activities	Project Applicant/Contractor, Development Services Department			
SC 4.8-3	During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1532.1, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead. Lead-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.	During Demolition, Grading, and Excavation Activities	During Demolition, Grading, and Excavation Activities	Project Applicant/Contractor; Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
SC 4.8-4	Prior to investigations, demolition, or renovation, all activities shall be coordinated with Dig Alert (811).	Prior to Excavation or Earthmoving Activities	Prior to Excavation or Earthmoving Activities; During Construction Activities	Project Applicant/Contractor; Development Services Department			
SC 4.8-5	Visual inspections for areas of impact to soil shall be conducted during site grading. If unknown or suspect materials are discovered during construction by the contractor that are believed to involve hazardous wastes or materials, the contractor shall: • Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area; • Notify the City Engineer and Costa Mesa Fire Department; • Secure the area(s) in question; and • Implement required corrective actions, including remediation if applicable.	During Grading Activities	During Grading Activities	Project Applicant/Contractor; Development Services Department			
HAZ-1	Prior to issuance of a grading permit, a Soil Management Plan (SMP) shall be prepared by a qualified environmental professional with Phase II/Site Characterization experience. The SMP shall be made available to the contractor and the City Engineer for use during grading activities. The SMP shall include guidelines for safety measures and soil management in the event that soils are to be disturbed, and for handling soil during any planned earthwork activities. The SMP shall also include a decision framework and specific risk management measures for managing soil,	Prior to Issuance of Grading Permit; During Construction Activities	Prior to Issuance of Grading Permit; During Construction Activities	Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	including any soil import/export activities, in a manner protective of human health and consistent with applicable regulatory requirements.						
HAZ-2	Observations shall be made by the contractor during grading, utility trenching, and footing excavations for the presence unknown buried structures, containers, debris, and/or soil potentially impacted by chemicals compounds or fuel and oil hydrocarbons. Indications of impacted soil may include chemical or fuel odors, unusual coloration, apparent moisture, and staining. If any of the above are encountered, a qualified environmental professional with Phase II/Site Characterization experience shall be consulted to provide field monitoring using appropriate instrumentation, such as a photoionization detector (PID), and to assist with segregation of excavated material for proper disposal at a licensed waste-handling facility.	During Construction Activities	During Construction Activities	Development Services Department			
HAZ-3	The Applicant shall install an appropriately designed vapor barrier beneath future structures that overlie the locations where chemical compounds were detected at levels above the ESLs. Vapor barrier design activities shall include consideration, by a qualified environmental professional with Phase II/Site Characterization experience, of the materials and methods to be used during vapor barrier installation as well as the locations where the vapor barriers are necessary, including a buffer zone. The vapor barriers shall be installed prior to emplacement of concrete floor slabs and footings. Below-ground ventilation lines shall also be constructed, prior to concrete work, such that chemical vapors are not trapped below the concrete floor slabs. The ventilation lines shall	Review of Project Plans	Prior to the Issuance of Building Permit	Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	be open to the exterior of the structures, preferably at least 8 feet above the ground surface, or as otherwise specified by the Phase II/Site Characterization specialist.						
HYDROLOGY AND WATER QUALITY							
SC 4.9-1	In order to comply with the DAMP, the project shall prepare a Storm Drain Plan, Stormwater Pollution Prevention Plan (SWPPP), and Water Quality Management Plan (WQMP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements, prepared by a Licensed Civil Engineer or Environmental Engineer, which shall be submitted to the Department of Public Services for review and approval. • The SWPPP shall be prepared and updated as needed during the course of construction to satisfy the requirements of each phase of development. The plan shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to eliminate polluted runoff until all construction work for the project is completed. The SWPPP shall include treatment and disposal of all dewatering operation flows and for nuisance flows during construction. • A WQMP shall be maintained and updated as needed to satisfy the requirements of the adopted NPDES program. The plan shall ensure that the existing water quality measures for all improved phases of the project are adhered to.	Review of Project Plans	Prior to Issuance of Grading permit	Project Applicant/Contractor; City Engineer			

60

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	• Location of the BMPs shall not be within the public right-of-way.						
NOISE							
SC 4.12-1	Noise-generating construction activities, including truck traffic coming to and from the construction site for any purpose, shall be limited to between the hours of 7:00 am and 7:00 pm on Mondays through Fridays; to between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays; and shall not be permitted at any time on Sundays or federal holidays.	Review of Construction Plans	Prior to the Issuance of Grading or Building Permit; During Construction	Development Services Department			
NOI-1	Prior to Grading Permit issuance, the project Applicant shall demonstrate, to the satisfaction of the City of Costa Mesa Development Services Director that the project complies with the following: • Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices. • Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.	Review of Construction Plans	Prior to the Issuance of Grading Permit; During Construction	Development Services Department			
NOI-2	After the plot plans and architectural drawings have been developed, and prior to the issuance of building permits, the project Applicant shall demonstrate, to the satisfaction of the City of Costa Mesa Building Official that the proposed project	Review of Project Plans	Prior to the Issuance of Building Permit	Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	plans and specifications include the following noise attenuation measures: • A six-foot noise barrier along Units 1 through 4 and 56 (as depicted in Exhibit 4.12-1). • An eight-foot noise barrier along Units 41 through 48 (as depicted in Exhibit 4.12-1). • Units 1 through 4, and 56 shall contain dual-paned windows (as required by code), and shall include fresh air duct capable of providing 30 cubic feet per minute (CFM) of air with the duct opening oriented away from the primary noise source. • The project Applicant shall work with the Newport-Mesa School District to replace the existing refrigeration condenser unit with a sound power rating of 7.6 or less, or that the noise levels coming from the noise-generating equipment would be reduced by 14 dBA. • The project Applicant shall work with the Newport-Mesa School District to replace the existing slatted louvers with aluminum acoustic louvers.						
NOI-3	Prior to the issuance of Certificate of Occupancy, the project Applicant shall submit a final acoustical report prepared to the satisfaction of the City of Costa Mesa Development Services Director. The report shall show that the development would be sound-attenuated against present and projected noise levels to meet City interior and exterior noise standards. In order to demonstrate that all mitigation measures have been incorporated into	Prior to Issuance of Certificate of Occupancy	Prior to Issuance of Certificate of Occupancy	Development Services Department			

62

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	the project, the report shall be accompanied by a list identifying the sheet(s) of the building plans that include the approved mitigation measures.						
PUBLIC SERVICES							
SC 4.14-1	Prior to the issuance of a Building Permit, the City of Costa Mesa Fire Department shall review and approve the developer's project design features to assess compliance with the California Building Code and California Fire Code.	Review of Project Plans	Prior to Issuance of Building Permit	Costa Mesa Fire Department			
SC 4.14-2	Projections, including eaves, shall be one-hour fire resistive construction, heavy timber or of noncombustible material if they project into the 5 feet setback area from the property line. They may project a maximum of 12 inches beyond the 3 feet setback. California Residential Code Tables R302.1(1) and R302.1(2).	Review of Project Plans	Prior to Issuance of Building Permit	Costa Mesa Fire Department; Development Services Department			
SC 4.14-3	The final plan for development of the project shall provide sufficient capacity for fire flows required by the City of Costa Mesa Fire Department.	Review of Project Plans	Prior to Issuance of Building Permit	Costa Mesa Fire Department			
SC 4.14-4	Vehicular access shall be provided and maintained serviceable throughout construction to all required fire hydrants.	During Construction Activities	During Construction Activities	Costa Mesa Fire Department			
SC 4.14-5	The project shall provide approved smoke detectors to be installed in accordance with the latest edition of the Uniform Fire Code.	Prior to Issuance of Certificate of Occupancy	Prior to Issuance of Certificate of Occupancy	Costa Mesa Fire Department; Development Services Department			
SC 4.14-6	The project shall provide a fire alarm system.	Prior to Issuance of Certificate of Occupancy	Prior to Issuance of Certificate of Occupancy	Costa Mesa Fire Department; Development Services Department			
SC 4.14-7	The project shall provide individual numeric signage for proposed residences with minimum 6 inches height.	Review of Project Plans	Prior to Issuance of Building Permit	Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
SC 4.14-8	As final building plans are submitted to the City of Costa Mesa for review and approval, the Costa Mesa Police Department shall review all plans for the purpose of ensuring that design requirements are incorporated into the building design to increase safety and avoid unsafe conditions. These measures focus on security measures are recommended by the Police Department, including but not limited to, the following: • Lighting shall be provided in open areas and parking lots. • Required building address numbers shall be readily apparent from the street and rooftop building identification shall be readily apparent, if necessary, from police helicopters for emergency response agencies. • Landscaping requirements (e.g., minimize use of hedges, use of low height shrubs for greater visibility). • Emergency vehicle parking areas shall be designated within proximity to buildings. • Prior to the issuance of a Building Permit, the City of Costa Mesa Police Department shall review and approve the developer's project design features to satisfy local requirements. The Applicant shall then pay the appropriate fee in effect to mitigate the project's proportionate impact to additional demands on police protection services, if any.	Review of Project Plans	Prior to Issuance of Certificate of Occupancy	Costa Mesa Police Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
SC 4.14-9	Prior to issuance of building permits, the Developer shall pay applicable school impact fees for residential development.	Prior to Issuance of Building Permit	Prior to Issuance of Building Permit	Development Services Department			
SC 4.14-10	Prior to issuance of building permits and/or final occupancy, the Developer shall pay applicable parkland impact fees for residential development.	Prior to Issuance of Building Permit or Certificate of Occupancy	Prior to Issuance of Building Permit or Certificate of Occupancy	Development Services Department			
TRANSPORTATION/TRAFFIC							
SC 4.16-1	The project Applicant shall be responsible for the payment of fees in accordance with Costa Mesa's traffic impact fee program to mitigate project-generated traffic impacts (including regional traffic).	Prior to Issuance of Building Permit or Certificate of Occupancy	Prior to Issuance of Building Permit or Certificate of Occupancy	Development Services Department			
TRA-1	Prior to issuance of building permits, the project Applicant shall submit a plan to the City Engineer that demonstrates that the project driveway would be constructed with appropriate treatments to ensure right turn out only movements are allowed from the project site to Baker Street; however, a left-in movement shall be permissible subject to approval by the City Engineer; however, a left-in movement shall be permissible subject to approval by the City Engineer.	Review of Project Plans	Prior to Issuance of Building Permit	Development Services Department			
UTILITIES AND SERVICE SYSTEMS							
SC 4.17-1	Applicant would be required to construct sewers to serve the project, at his/her own expense, meeting the approval of the Costa Mesa Sanitary District.	Review of Project Plans	Prior to Issuance of Building Permit	Costa Mesa Sanitary District; Development Services Department			
SC 4.17-2	County Sanitation District fees, fixtures fees, inspection fees, and sewer permit are required prior to installation of sewer.	Prior to Issuance of Building Permit	Prior to Issuance of Building Permit	Costa Mesa Sanitary District; Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
SC 4.17-3	The Applicant shall submit a plan showing sewer improvements that meets the District Engineer's approval to the Building Division as part of the plans submitted for plan check.	Review of Project Plans	Prior to Issuance of Building Permit	Costa Mesa Sanitary District; Development Services Department			
SC 4.17-4	The Applicant would be required to contact the Costa Mesa Sanitary District to arrange final sign-off prior to Certificate of Occupancy being released.	Prior to Issuance Certificate of Occupancy	Prior to Issuance Certificate of Occupancy	Costa Mesa Sanitary District; Development Services Department			
SC 4.17-5	The project Applicant would be required to coordinate with the Costa Mesa Sanitary District to comply with all recommended studies and improvements, prior to issuance of a building permit.	Prior to Issuance of Building Permit	Prior to Issuance of Building Permit	Costa Mesa Sanitary District; Development Services Department			

RESOLUTION NO. PC-16-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF COSTA MESA DENYING PLANNING APPLICATION PA-15-58 AND VESTING TENTATIVE TRACT MAP VTT-17980 FOR A 56-UNIT, DETACHED COMMON INTEREST RESIDENTIAL DEVELOPMENT PROJECT LOCATED AT 929 BAKER STREET

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

WHEREAS, an application was filed by the authorized agent, C&V Consulting, Inc., on behalf of the owner of real property, DeNova Homes, for property located at 929 Baker Street, requesting approval of the following:

1. ***Initial Study/Mitigated Negative Declaration (IS/MND):*** This document analyzes the environmental impacts of the proposed project. Significant environmental impacts are mitigated to below a level of significance.
2. ***Planning Application PA-15-58:*** Design Review to allow for the consolidation and subdivision of a 4.71 acre (205,168 square foot) lot located at 929 Baker Street into a residential development with a 56-unit, two story, detached, common interest residential development and a 0.10 acre private park. Proposed minimum on-site parking consists of the following: 224 spaces required; 237 spaces proposed inclusive of 13 additional surplus guest parking spaces.
    a. ***Administrative Adjustment***: Is requested to reduce the rear building setback along the Paularino Channel (20 feet required; 12 feet proposed), and reduce the distance between buildings within the development (10 feet required; 6 feet proposed).
    b. ***Variance from Open Space due to Proposed Surplus Guest Parking***: The Applicant is proposing surplus guest parking spaces to exceed the minimum Code-required parking. Thirteen additional guest parking spaces are proposed for an overall total of 237 spaces. For CEQA purposes, the IS/MND also evaluated an alternative plan with 5 guest parking spaces and code compliant 40% open space. The surplus guest parking would reduce the size of on-site park from 0.11 acre to 0.10 acre in size. The surplus guest parking requires a variance to deviate from the open space requirement (40 percent open space required; 39.5% open

space proposed). **NOTE:** Code does not require the 13 surplus guest parking spaces. If these surplus spaces are not approved as part of the proposed project, a variance from open space would not be required. For CEQA purposes, the IS/MND also evaluated an alternative plan with 5 guest parking spaces and code compliant 40% open space.

3. ***Vesting Tentative Tract Map VTT-17980***: to subdivide the property for condominium purposes for home ownership.

WHEREAS, a duly noticed public hearing was held by the Planning Commission on July 25, 2016, with all persons having the opportunity to speak and be heard for and against the proposal.

BE IT RESOLVED that, based on the evidence in the record and the findings contained in Exhibit A, the Planning Commission hereby **DENIES** Planning Application PA-15-58 and Vesting Tentative Tract Map VTT-17980.

PASSED AND ADOPTED this 25th day of July, 2016

_____

Robert L. Dickson Jr., Chair
Costa Mesa Planning Commission

STATE OF CALIFORNIA)
)ss
COUNTY OF ORANGE)

I, Gary Armstrong, acting secretary to the Planning Commission of the City of Costa Mesa, do hereby certify that the foregoing Resolution was passed and adopted at a meeting of the City of Costa Mesa Planning Commission held on July 25, 2016, by the following votes:

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

_____
Gary Armstrong, Acting Secretary
Costa Mesa Planning Commission

EXHIBIT A

FINDINGS

A. The proposed project does not comply with Title 13, Section 13-29(g)(14), Design Review, of the Municipal Code due to the following:

The project does not comply with the development standards of the City of Costa Mesa Zoning Code.

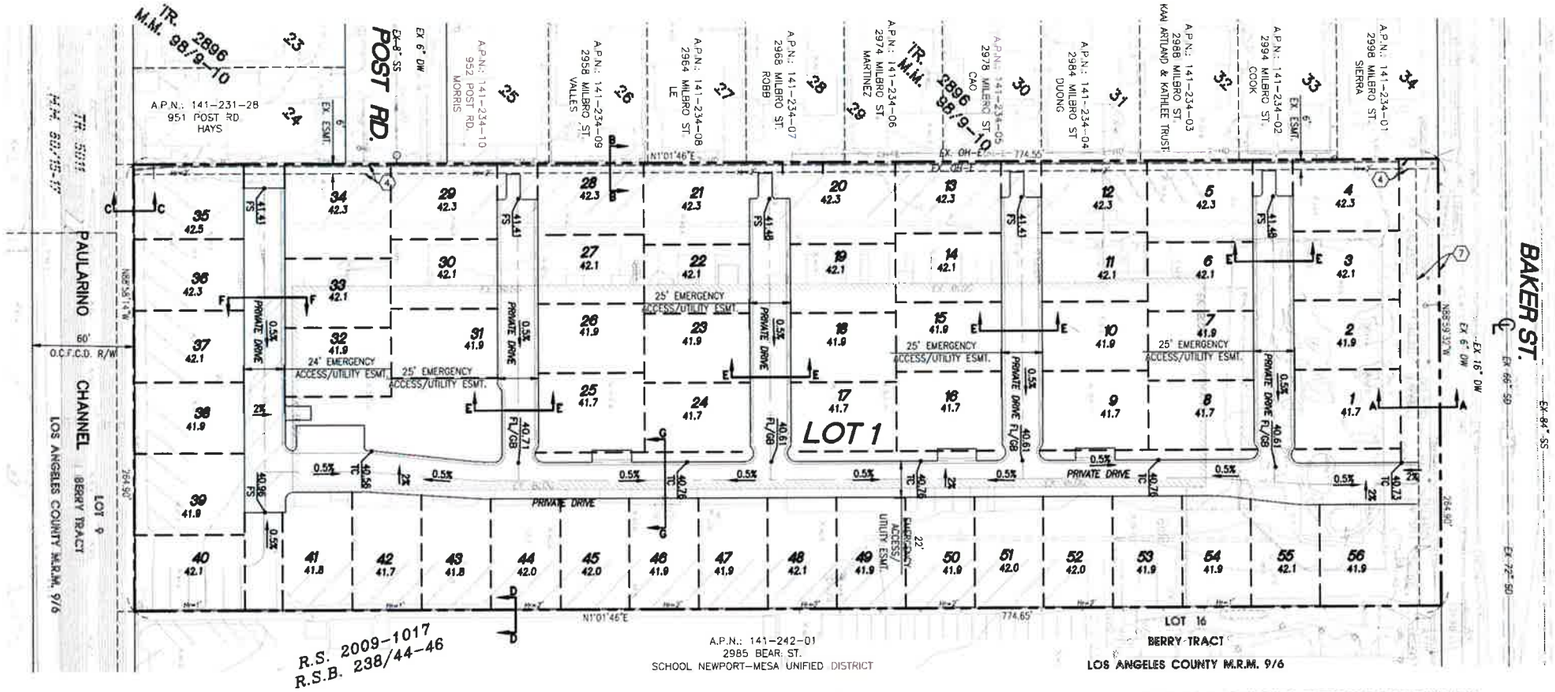
B. The subdivision of the property for a common interest residential development is not consistent with the City's General Plan and Zoning Code.

C. The Costa Mesa Planning Commission has denied Planning Application PA-15-58 and Vesting Tentative Tract Map VTT-17890. Pursuant to Public Resources Code Section 21080(b) (5) and CEQA Guidelines Section 15270(a) CEQA does not apply to this project because it has been rejected and will not be carried out.

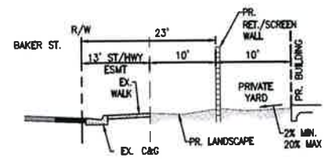
D. The project is exempt from Chapter IX, Article 11, Transportation System Management, of Title 13 of the Costa Mesa Municipal Code.

VESTING TENTATIVE TRACT MAP NO. 17980

FOR CONDOMINIUM PURPOSES
IN THE CITY OF COSTA MESA, COUNTY OF ORANGE
STATE OF CALIFORNIA

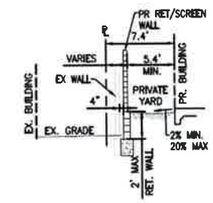


VICINITY MAP
N.T.S.

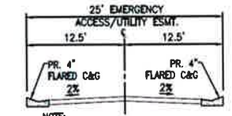


SECTION A-A
BAKER STREET
NOT TO SCALE

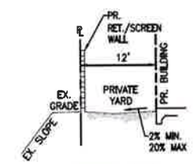
SECTION D-D
NOT TO SCALE



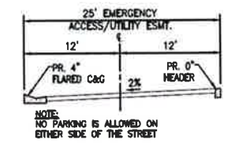
SECTION B-B
WEST OF PL
NOT TO SCALE



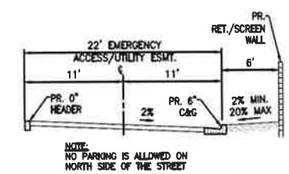
SECTION E-E
25' INTERIOR COURT
NOT TO SCALE



SECTION C-C
NOT TO SCALE



SECTION F-F
25' INTERIOR COURT
NOT TO SCALE



SECTION G-G
22' INTERIOR STREET
NOT TO SCALE

LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF COSTA MESA, COUNTY OF ORANGE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOT 17 IN BLOCK B OF THE BERRY TRACT, AS PER MAP RECORDED IN BOOK 9 PAGE 6 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, CALIFORNIA.

EXCEPT THAT PORTION THEREOF LYING NORTH OF A LINE PARALLEL WITH AND SOUTHERLY 40 FEET FROM THE CENTER LINE OF A 66 FOOT STREET ADJOINING SAID LOT 17 ON THE NORTH AS CONVEYED TO THE COUNTY OF ORANGE BY DEEDS RECORDED FEBRUARY 15, 1943 IN BOOK 1179 PAGE 275, AND MARCH 11, 1943 IN BOOK 1179 PAGE 516 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID ORANGE COUNTY. ALSO EXCEPT THE SOUTHERLY 10.00 FEET THEREOF AS CONVEYED TO THE ORANGE COUNTY FLOOD CONTROL DISTRICT, A BODY CORPORATE AND POLITIC BY DOCUMENT RECORDED APRIL 19, 1960 IN BOOK 5199, PAGE 406 OF OFFICIAL RECORDS.

VESTED OWNER:

R & T HOLMES FAMILY LIMITED PARTNERSHIP, AN UNDIVIDED 50% INTEREST; WILLIAM L. STEEL, TRUSTEE OF THE ELIZABETH SORENSEN IRREVOCABLE TRUST OF 1999, U/D/T DATED DECEMBER 23, 1999, AS TO AN UNDIVIDED 25% INTEREST; AND WILLIAM L. STEEL, TRUSTEE OF THE VERNON SORENSEN IRREVOCABLE TRUST OF 1999, U/D/T DATED DECEMBER 23, 1999, AS TO AN UNDIVIDED 25% INTEREST.

LAND AREA:

LOT 1
GROSS: 4.711 AC
NET: 4.632 AC

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED ON THE EASTERLY RIGHT-OF-WAY LINE OF HARBOR BOULEVARD, BEING N00° 05' 40"E PER RECORDS ON FILE IN THE OFFICE OF THE ORANGE COUNTY SURVEYOR.

FLOOD NOTE:

THE SUBJECT PROPERTY FALLS WITHIN "ZONE X" ON A PORTION OF FLOOD INSURANCE RATE MAP NUMBER 06059C0266J OF PANEL 266 OF 539, EFFECTIVE DECEMBER 3, 2009.

EXISTING EASEMENTS TO REMAIN:

(4) AN EASEMENT FOR POLE LINES, CONDUITS AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED IN BOOK 3530, PAGE 323 OF OFFICIAL RECORDS.

(7) AN EASEMENT FOR STREET AND HIGHWAY AND INCIDENTAL PURPOSES, RECORDED DECEMBER 24, 1979 IN BOOK 13444, PAGE 1596 OF OFFICIAL RECORDS.
IN FAVOR OF: THE CITY OF COSTA MESA

EASEMENTS TO BE ABANDONED:

5 AN EASEMENT FOR POLE LINES, CONDUITS AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED IN BOOK 4265, PAGE 139 OF OFFICIAL RECORDS.

6 AN EASEMENT FOR WATER TRANSMISSION AND DISTRIBUTION AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED OCTOBER 22, 1963 IN BOOK 6770, PAGE 452 OF OFFICIAL RECORDS.

10 A PERPETUAL EASEMENT FOR STORM DRAIN AND APPURTENANT AND INCIDENTAL PURPOSES, RECORDED OCTOBER 16, 1984 AS INSTRUMENT NO. 84-426937 OF OFFICIAL RECORDS.
IN FAVOR OF: CITY OF COSTA MESA

UTILITY COMANIES/CONTACTS:

TELEPHONE---------PACIFIC BELL----------(800) 310-2155
ELECTRIC----------SOUTHERN CALIFORNIA EDISON CO----------(800) 684-8123
GAS----------SOUTHERN CALIFORNIA GAS CO----------(800) 727-2100
CABLE T.V.----------AT&T----------(949) 764-0018
SEWER & TRASH-----COSTA MESA SANITARY DISTRICT----------(949) 645-8400
WATER----------MESA WATER DISTRICT----------(949) 631-1200

ZONING & BUILDING SETBACK INFORMATION:

THE PARCEL UPON WHICH THE ABOVE DESCRIBED PROJECT IS LOCATED IN:
R2-MD MULTIPLE FAMILY RESIDENTIAL (MEDIUM DENSITY)
FRONT: 20' (BAKER)
SIDE: 5'
REAR: 20'*
HEIGHT: 27' MAX

EXISTING ZONING:

R2-MD MEDIUM DENSITY RESIDENTIAL

NOTES:

1. ALL EXISTING STRUCTURES ON SITE SHALL BE REMOVED.
2. THE UTILITIES SHOWN ON THIS MAP ARE BASED UPON THE BEST AVAILABLE PUBLIC INFORMATION OBTAINED FROM THE CITY OF COSTA MESA.

LEGEND:

-v-v-	EXIST. RET./SCREEN WALL
— — —	TRACT BOUNDARY LINE
- - - - -	PR. RET/SCREEN WALL
— - —	STREET CENTERLINE
	FIRE HYDRANT
C&G	CURB & GUTTER
R/W	RIGHT OF WAY
PR.	PROPOSED
EX.	EXISTING
℄	CENTERLINE
F.H.	FIRE HYDRANT

SITE SUMMARY

DESCRIPTION	TOTAL	
LOT AREA (GROSS/NET)	4.71	ACRES
NUMBER OF UNITS	56	DU
DENSITY (NET)	11.89	DU/AC
SETBACKS		
FRONT (BAKER)	20	FT
SIDE	5	FT
REAR	12*	FT
BLDG TO BLDG	6**	FT
OPEN SPACE		
NET LOT AREA	205168	SF
STREETS AND ALLEYS	35855	SF
BUILDINGS & DRIVEWAYS	88249	SF
TOTAL OPEN SPACE	39.5	%

*ADMINISTRATIVE ADJUSTMENT REQUESTED ALONG CHANNEL

**ADMINISTRATIVE ADJUSTMENT REQUESTED AT ALL BUILDINGS

PARKING SUMMARY

DESCRIPTION	TOTAL	
COVERED SPACES (GARAGE)	112	EA
UNCOVERED (DRIVEWAY)	112	EA
STREET PARKING	13	EA
TOTAL	237	SPACES

71

1" = 40'
0 20 40 80

PREPARED FOR:
DeNova Homes

REGISTERED PROFESSIONAL ENGINEER
DUNE F. MCDONALD
C 80765
Exp. 3/31/17
CIVIL
STATE OF CALIFORNIA

PREPARED BY:
C&V CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING & SURVEYING
6 ORCHARD, SUITE 200
LAKE FOREST, CA 92630
T. 949.916.3800
F. 949.916.3805
CVC-INC.NET

CITY OF COSTA MESA
DEPARTMENT OF DEVELOPMENT SERVICES / PLANNING DIVISION

TRACT 17980
929 BAKER STREET
VESTING TENTATIVE TRACT MAP NO. 17980

SHEET 1 OF 1

929 BAKER
PRELIMINARY SITE PLAN

1" = 30'

0 15 30 60

PREPARED BY:

C&V CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING & SURVEYING

27156 BURBANK
FOOTHILL RANCH, CA 92610
T. 949.916.3800
F. 949.916.3808
CVC-INC.NET

PREPARED FOR:

DeNova Homes

SITE SUMMARY

DESCRIPTION	TOTAL	
LOT AREA (GROSS/NET)	4.71	ACRES
NUMBER OF UNITS	56	DU
DENSITY (NET)	11.89	DU/AC
SETBACKS		
FRONT (BAKER)	20	FT
SIDE	5	FT
REAR	12*	FT
BLDG TO BLDG	6**	FT
OPEN SPACE		
NET LOT AREA	205168	SF
STREETS AND ALLEYS	35855	SF
BUILDINGS & DRIVEWAYS	88249	SF
TOTAL OPEN SPACE	39.5	%

*ADMINISTRATIVE ADJUSTMENT REQUESTED ALONG CHANNEL

**ADMINISTRATIVE ADJUSTMENT REQUESTED AT ALL BUILDINGS

PARKING SUMMARY

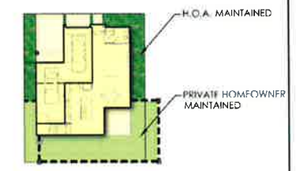
DESCRIPTION	TOTAL	
COVERED SPACES (GARAGE)	112	EA
UNCOVERED (DRIVEWAY)	112	EA
STREET PARKING	13	EA
TOTAL	237	SPACES

SITE 56-F.3
5/10/16

CONSTRUCTION LEGEND:

1. PROJECT SIGNAGE ON WALL
2. EXISTING SIDEWALK. PROTECT IN PLACE
3. 5-6" HIGH PRECISION BLOCK MASONRY WALL
4. 6' HIGH PRECISION BLOCK MASONRY PILASTER
5. PLAY STRUCTURE AGES 2-5 YEARS
6. RUBBERIZED PLAY SURFACE
7. PICNIC TABLE (3 TOTAL)
8. PEDESTAL-TYPE BBQ (3 TOTAL)
9. DECORATIVE BENCH (3 TOTAL)
10. TRASH RECEPTACLE (4 TOTAL)
11. PET WASTE DISPENSER
12. OFF-STREET PARKING SPACE (TYP.)
13. ENHANCED PAVING AT ENTRANCE
14. ENHANCED PLANTING AT ENTRANCE
15. ENTRY COLUMNS

MAINTENANCE RESPONSIBILITY:



PLANTING LEGEND:

EXISTING STREET TREES

BOTANICAL NAME	COMMON NAME	QTY.
LIQUIDAMBAR STYRACIFLUA (TO BE REMOVED)	SWEET GUM	3

PROPOSED TREES:

BOTANICAL NAME	COMMON NAME	SIZE	QTY.
BAKER ST. STREET TREE			
LIQUIDAMBAR 'FESTIVAL'/'PALO ALTO'	FESTIVAL SWEET GUM	36" BOX	5
ENTRY PALMS			
SYAGRUS ROMANZOFFIANUM	QUEEN PALM	12 BTH	7
CANOPY TREE			
TIPUANA TIPU	TIPU TREE	36" BOX	15
INTERIOR STREET TREE			
GEIJERA PARVIFLORA	AUSTRALIAN WILLOW	24" BOX	19
LAGERSTROEMIA 'CATAWBA'	CRAPE MYRTLE	24" BOX	25
MAGNOLIA G. 'LITTLE GEM	SOUTHERN MAGNOLIA	24" BOX	12

PROPOSED SHRUBS/GROUNDCOVER:

AGAPANTHUS AFRICANUS	BLUE LILY OF THE NILE
CEANOTHUS 'YANKEE POINT	CEANOTHUS
COTONEATER SPP.	COTONEASTER
HEMEROCALLIS HYB.	YELLOW/ORANGE DAYLILLIES
JUNIPERUS CHINENSIS 'GOLD COAST	GOLD COAST JUNIPER
LANTANA MONTEVIDENSIS	LAVENDER LANTANA
LEPTOSPERMUM SCOPARIUM	NEW ZEALAND TEA
MAHONIA AQUAFOLIUM	OREGON GRAPE
MYOPORUM PARVI. 'PROSTRATUM	DWARF MYOPORUM
PELARGONIUM PELTATUM 'MITSUI'	IVY GERANIUM
PHORMIUM TENAX 'DWARF RED'	DWARF RED NEW ZEALAND FLAX
PHOTINIA FRASERI	FRASER'S PHOTINIA
RHAPHIOLEPIS INDICA 'CLARA	WHITE INDIA HAWTHORN
ROSMARINUS OFF. 'PROSTRATA	PROSTRATE ROSEMARY
SALVIA LEUCANTHA	BLUE SALVIA
SOLLYA HETEROPHYLLA	AUSTRALIAN BLUEBELLS
STRELITZIA REGINAE	BIRD OF PARADISE

TURF:

MARATHON III	DWARF FESCUE

PRIVATE HOMEOWNER AREA:

TO BE MAINTAINED BY HOMEOWNER

PLAY STRUCTURE IN POCKET PARK

PICNIC TABLE ON CONCRETE PAD

PEDESTAL-TYPE BBQ

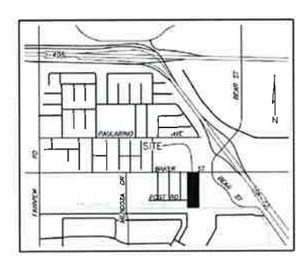
PRECISION BLOCK MASONRY WALL

ENTRY COLUMNS

DeNova Homes

929 BAKER
CONCEPTUAL LANDSCAPE PLAN
COSTA MESA, CALIFORNIA

ENTRY ENLARGEMENT
N.T.S.



VICINITY MAP
N.T.S.

NORTH
SCALE: 1" = 30'-0"

SUMMERS/MURPHY & PARTNERS INC.
LANDSCAPE ARCHITECTS

DATE: 5-16-16

05.04.16

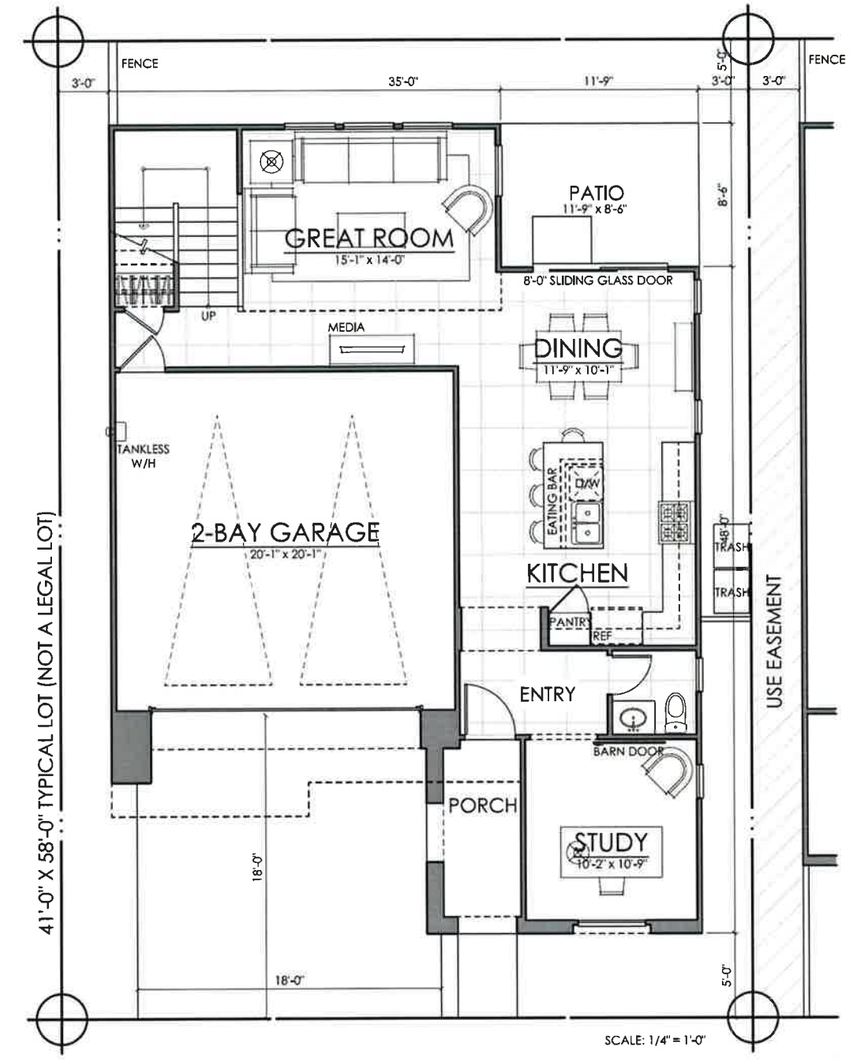
DeNova Homes

CONCEPTUAL STREET SCENE

BAKER STREET | DENOVA HOMES

COSTA MESA, CALIFORNIA

woodley architectural group, inc.



FIRST FLOOR	850 SQ. FT.
SECOND FLOOR	1125 SQ. FT.
TOTAL LIVING	**1975 SQ. FT.**
GARAGE	415 SQ. FT.

PERCENTAGE OF 2ND FLOOR TO 1ST FLOOR 89%
75

05.04.16

PLAN ONE | 1975 SQ. FT.

BAKER STREET | DeNOVA HOMES

COSTA MESA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN, DEVELOPMENT AND PRELIMINARY CLIENT USE ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

DeNova Homes
Building a Better Community

woodley architectural group, inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303.683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949.553.8919

elevationA -modern spanish

elevationB -plantation

elevationC -modern farmhouse

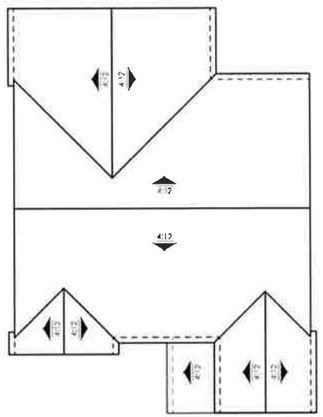
05.04.16

PLAN ONE CONCEPTUAL ELEVATIONS

DeNova Homes

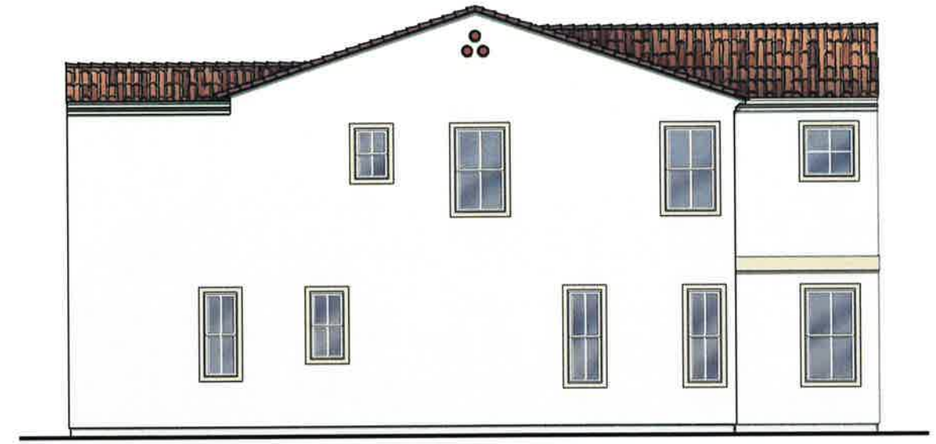
BAKER STREET | DENOVA HOMES
COSTA MESA, CALIFORNIA

woodley architectural group, inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919



ROOF PLAN

SCALE: 1/8" = 1'-0"

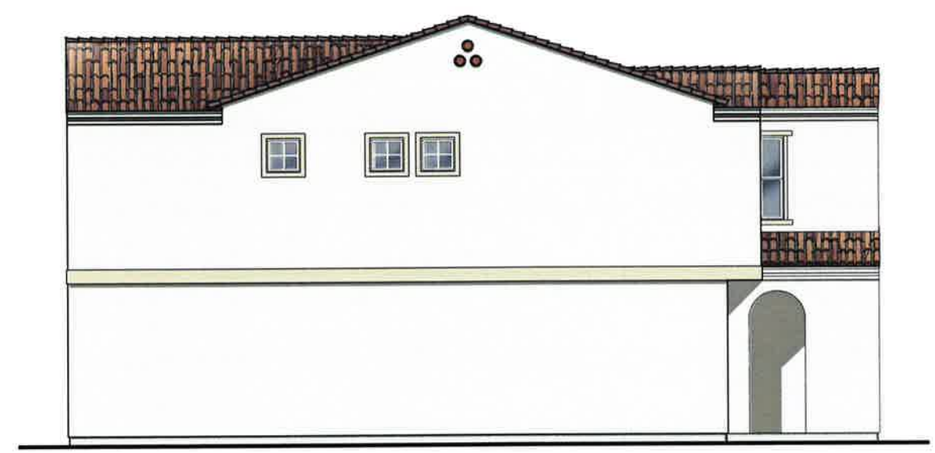


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

77

PLAN ONE | 'A' ELEVATION

05.04.16

BAKER STREET | DeNOVA HOMES

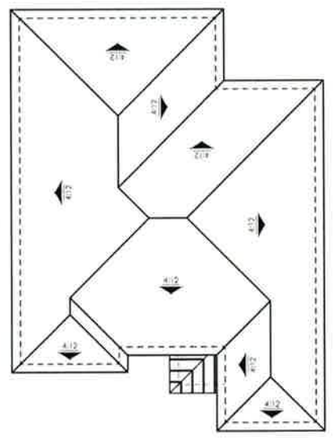
COSTA MESA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS SHALL NOT BE USED OR REPRODUCED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

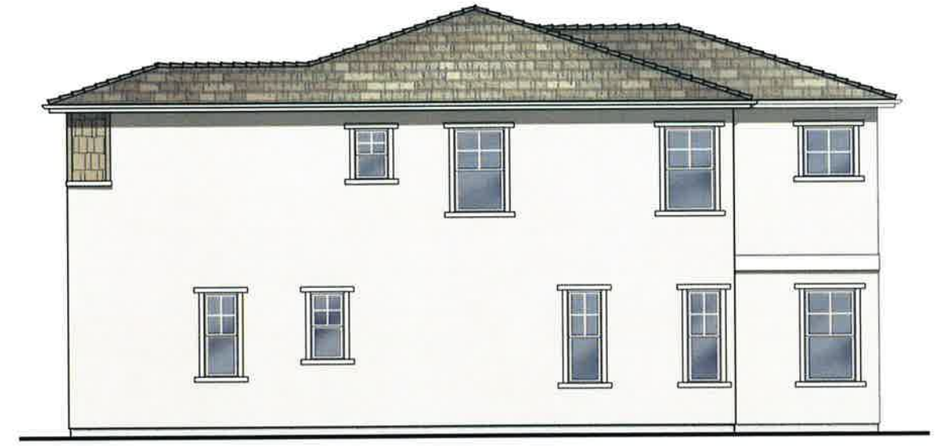
DeNova Homes
Building a Better Community

woodley architectural group,inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

REAR ELEVATION

SCALE: 1/4" = 1'-0"

LEFT ELEVATION

SCALE: 1/4" = 1'-0"

78

PLAN ONE | 'B' ELEVATION

05.04.16

BAKER STREET | DeNOVA HOMES

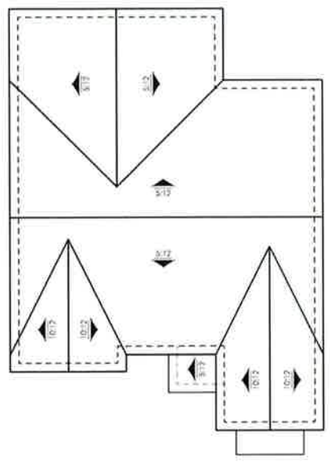
COSTA MESA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

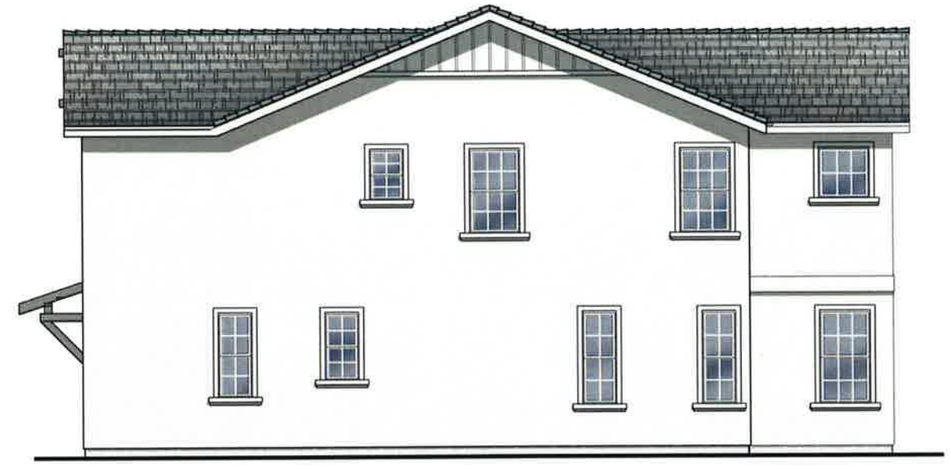
DeNova Homes
Building a Better Community

woodley architectural group, inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303.683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949.553.8919



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

REAR ELEVATION

SCALE: 1/4" = 1'-0"

LEFT ELEVATION

SCALE: 1/4" = 1'-0"

79

05.04.16

PLAN ONE | 'C' ELEVATION

BAKER STREET | DeNOVA HOMES

COSTA MESA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

DeNova Homes
Building a Better Community

woodley architectural group,inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303.683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949.553.8919

REAR ELEVATION 'A' ENHANCED

SCALE: 1/4" = 1'-0"

REAR ELEVATION 'B' ENHANCED

SCALE: 1/4" = 1'-0"

REAR ELEVATION 'C' ENHANCED

SCALE: 1/4" = 1'-0"

05.04.16

PLAN ONE | ENHANCED ELEVATIONS

BAKER STREET | DeNOVA HOMES

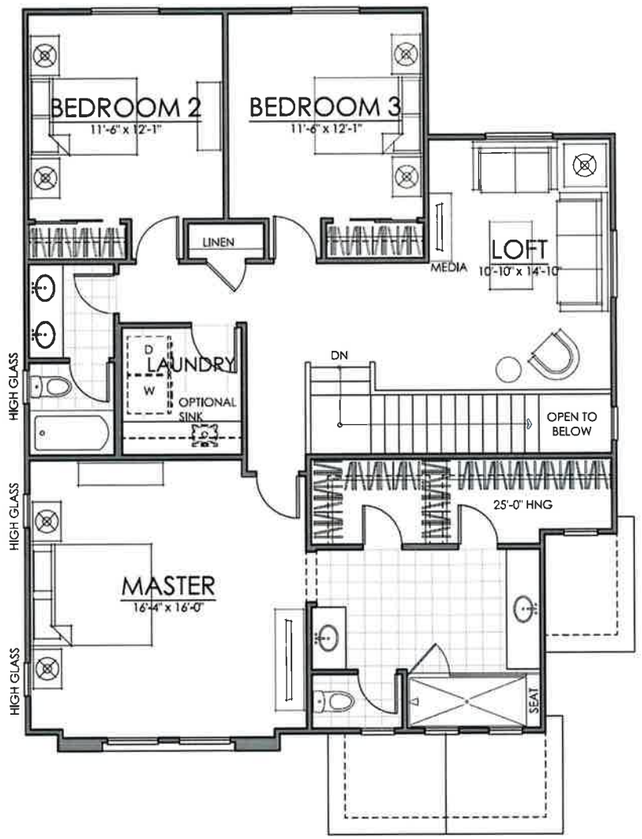
COSTA MESA, CALIFORNIA

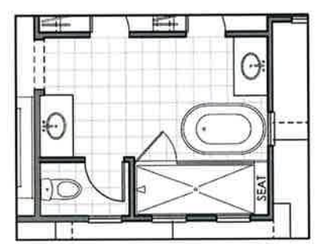
NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE SUCH AS FINAL FOOTING OR FRAME ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR REPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

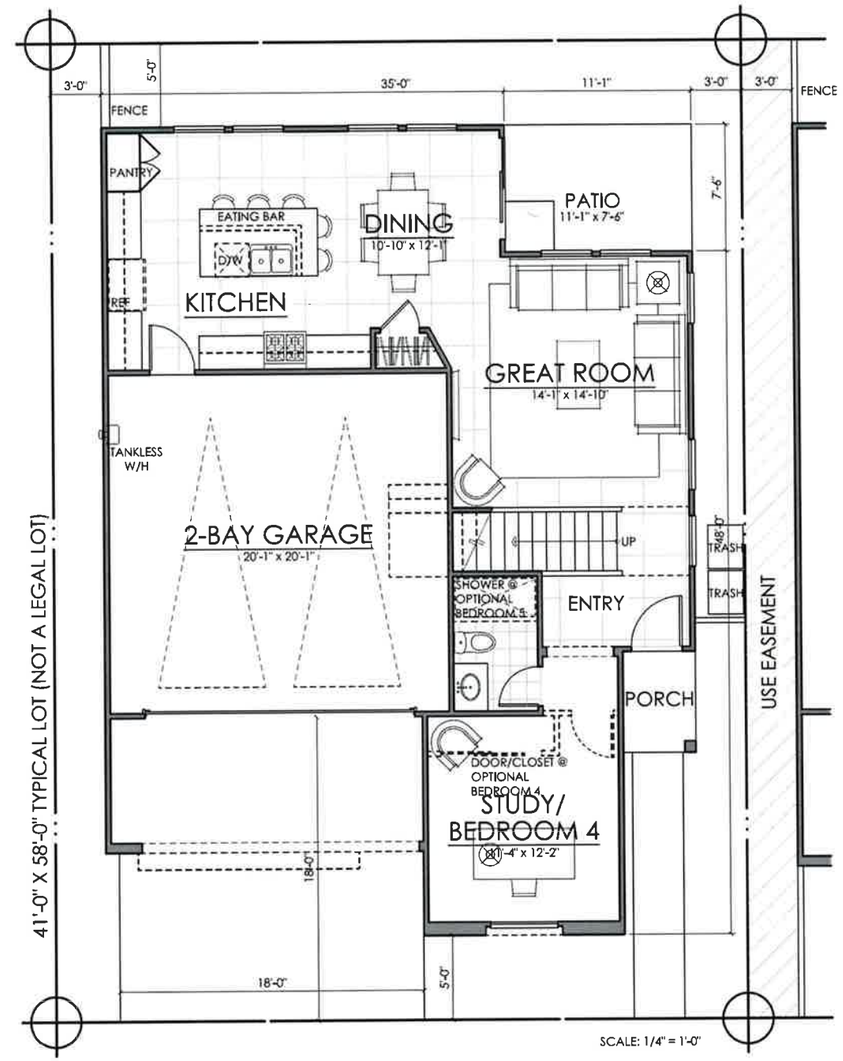
DeNova Homes
Building a Better Community

woodley architectural group, inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919





OPTIONAL SPA BATH



FIRST FLOOR	884 SQ. FT.
SECOND FLOOR	1309 SQ. FT.
TOTAL LIVING	**2193 SQ. FT.**
GARAGE	415 SQ. FT.

PERCENTAGE OF 2ND FLOOR TO 1ST FLOOR 100.77%

81

PLAN TWO | 2193 SQ. FT.

05.04.16

BAKER STREET | DeNOVA HOMES

COSTA MESA, CALIFORNIA

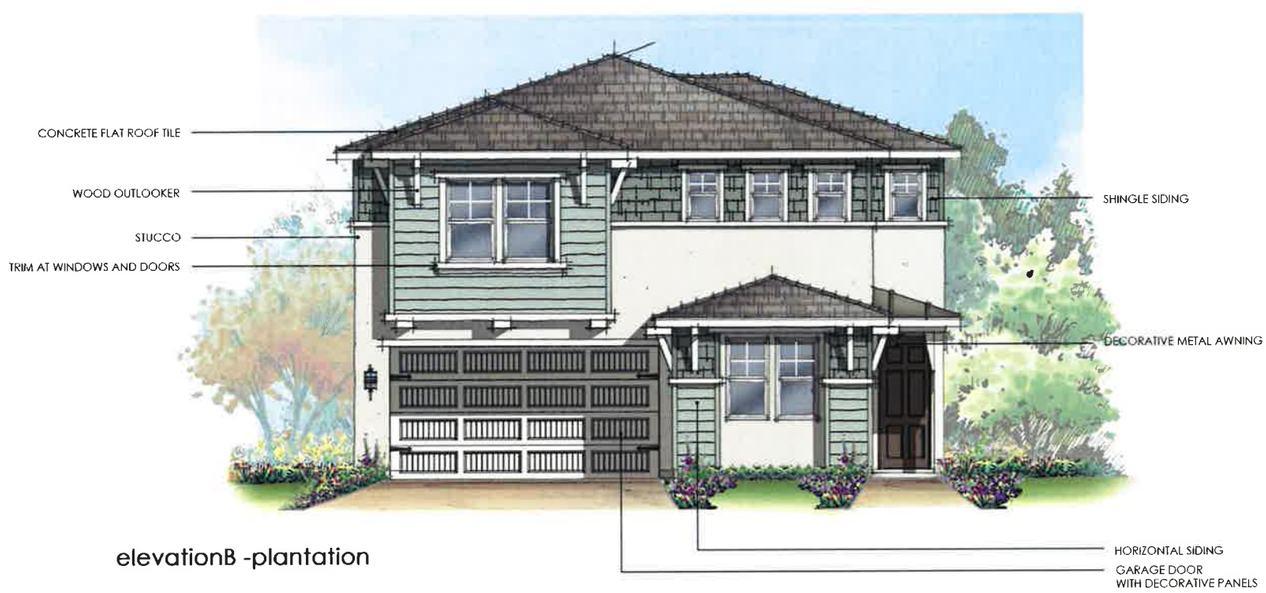
NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP INC.

DeNova Homes
Building a Better Community

woodley architectural group,inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919

elevationA -modern spanish



elevationB -plantation

elevationC -modern farmhouse

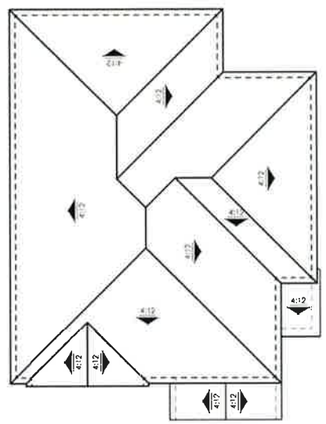
05.04.16

PLAN TWO CONCEPTUAL ELEVATIONS

DeNova Homes

BAKER STREET | DENOVA HOMES
COSTA MESA, CALIFORNIA

woodley architectural group,inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919



ROOF PLAN

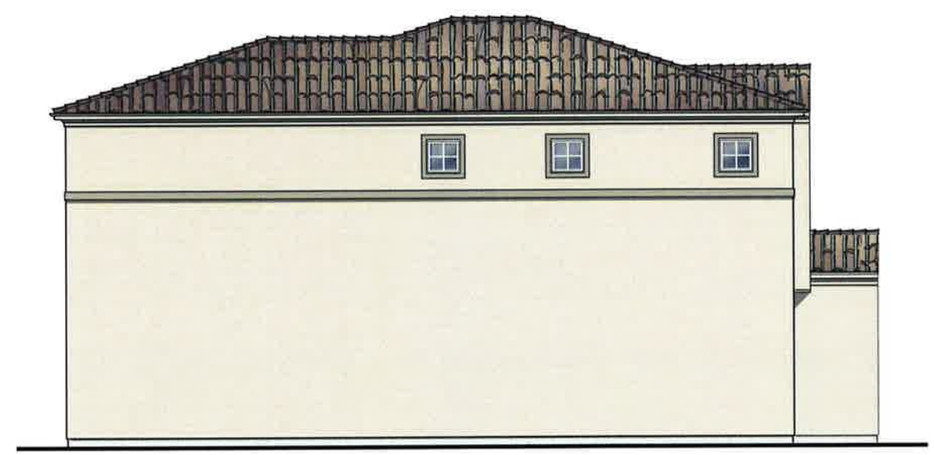
SCALE: 1/8" = 1'-0"

RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

83

05.04.16

PLAN TWO | 'A' ELEVATION

BAKER STREET | DeNOVA HOMES

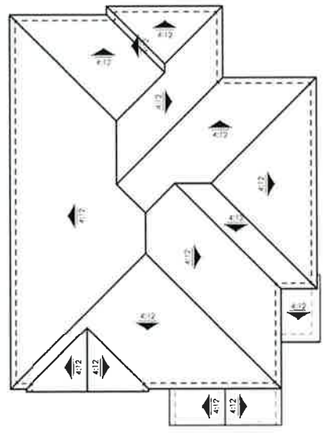
COSTA MESA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

DeNova Homes
Building a Better Community

woodley architectural group,inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919



ROOF PLAN

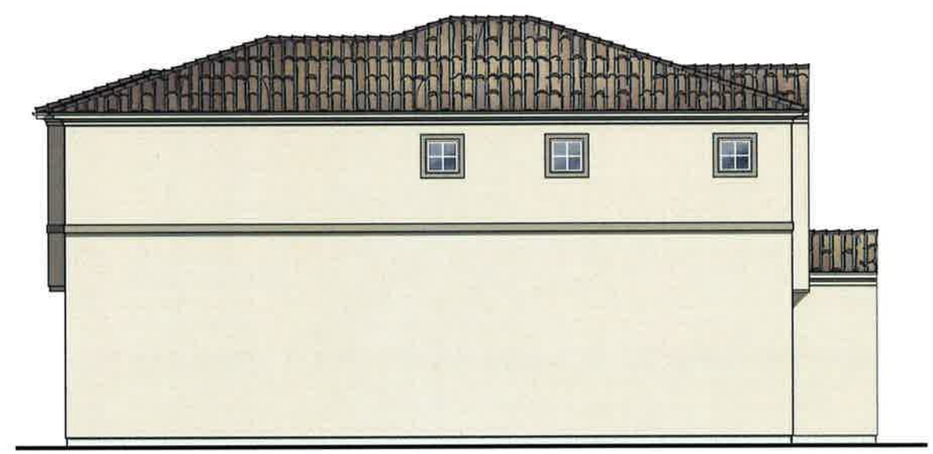
SCALE: 1/8" = 1'-0"

RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

84

PLAN TWO | ENHANCED 'A' ELEVATION

05.04.16

BAKER STREET | DeNOVA HOMES

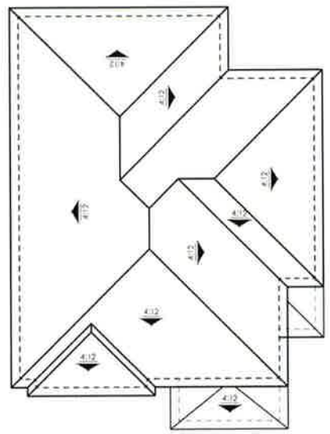
COSTA MESA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE SUCH AS FINAL BUILDING OR FINAL ENGINEERING. © COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

DeNova Homes
Building a Better Community

woodley architectural group,inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303.683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949.553.8919



ROOF PLAN

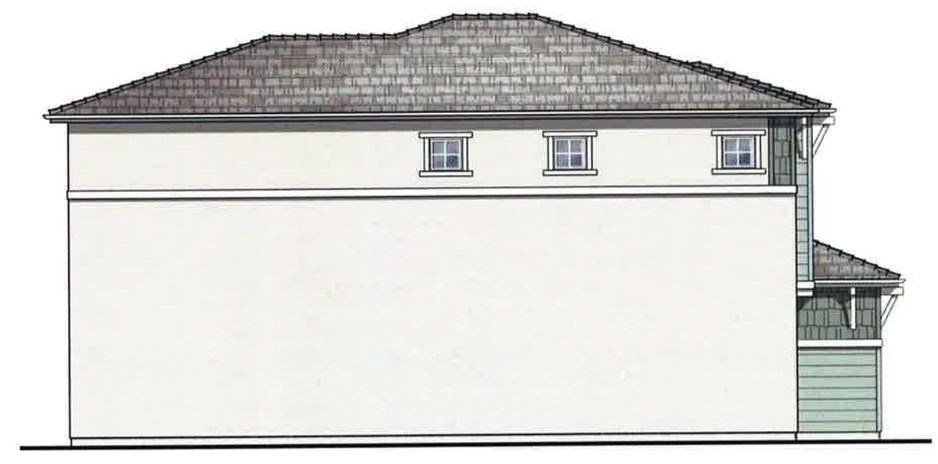
SCALE: 1/8" = 1'-0"

RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

85

05.04.16

PLAN TWO | 'B' ELEVATION

BAKER STREET | DeNOVA HOMES

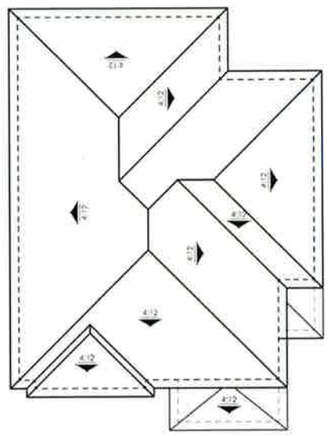
COSTA MESA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. © COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

DeNova Homes
Building a Better Community

woodley architectural group,inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303.683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949.553.8919



ROOF PLAN

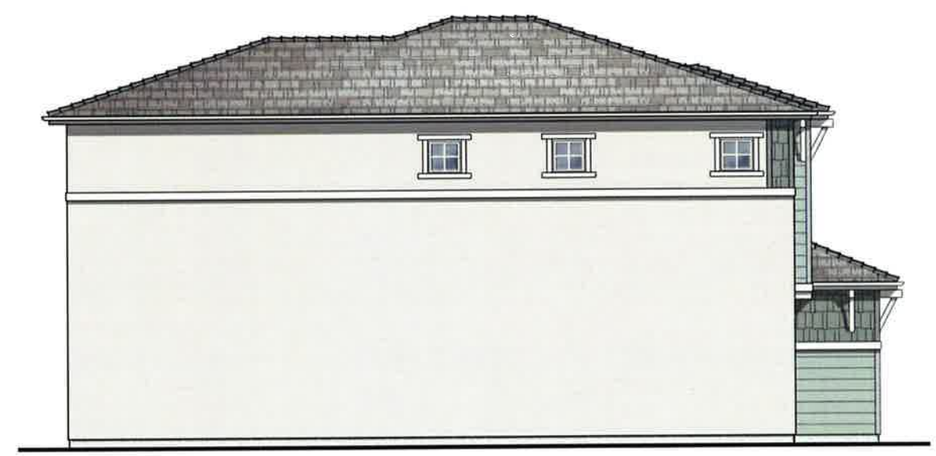
SCALE: 1/8" = 1'-0"

RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

86

PLAN TWO | ENHANCED 'B' ELEVATION

05.04.16

BAKER STREET | DeNOVA HOMES

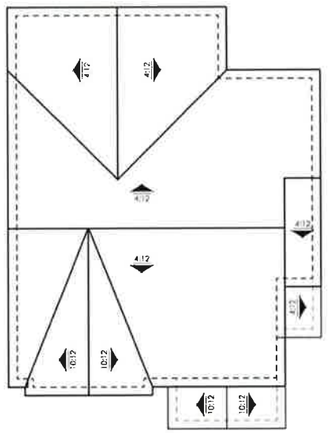
COSTA MESA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

DeNova Homes
Building a Better Community

woodley architectural group, inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919

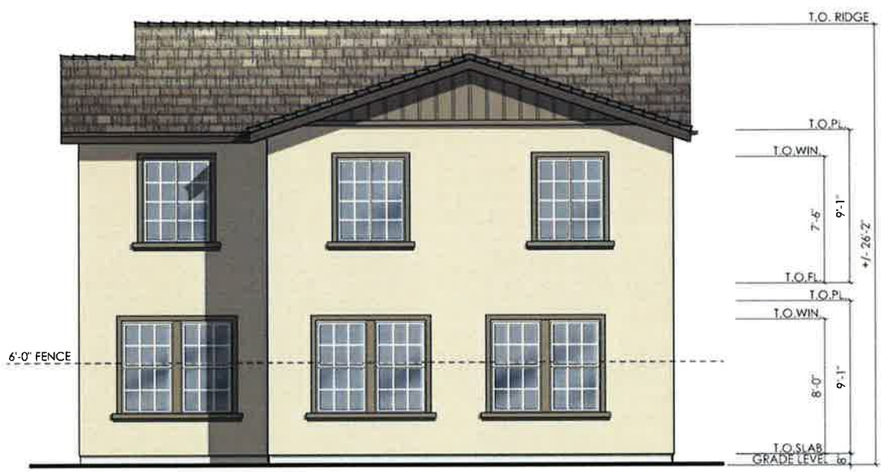


ROOF PLAN

SCALE: 1/8" = 1'-0"

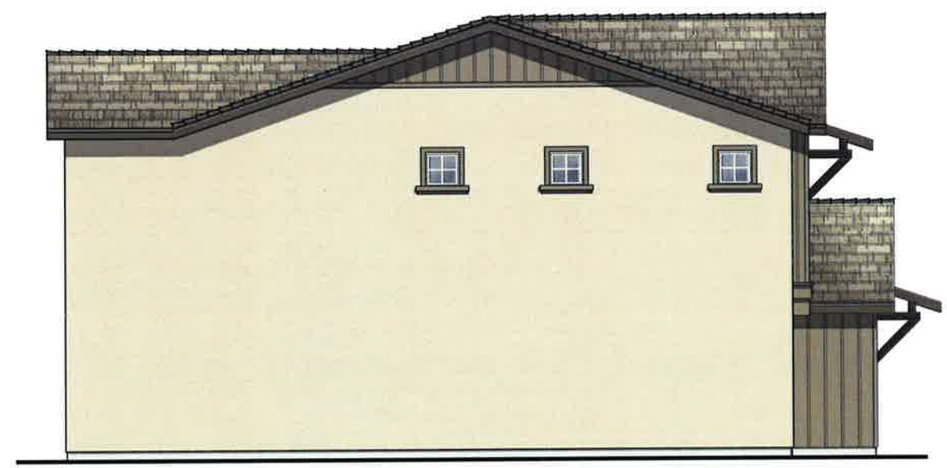
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

87

05.04.16

PLAN TWO | 'C' ELEVATION

BAKER STREET | DeNOVA HOMES

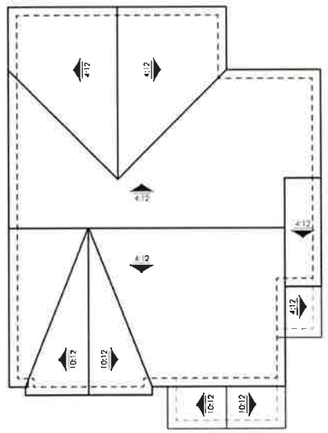
COSTA MESA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

DeNova Homes
Building a Better Community

woodley architectural group,inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303.683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949.553.8919

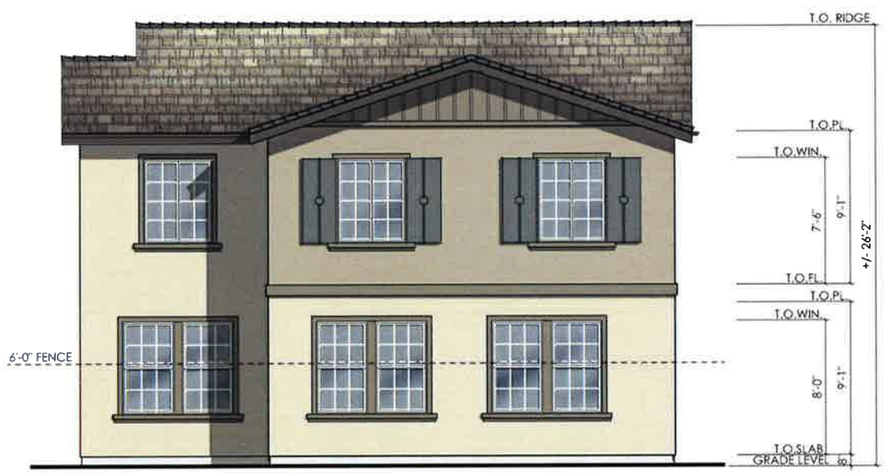


ROOF PLAN

SCALE: 1/8" = 1'-0"

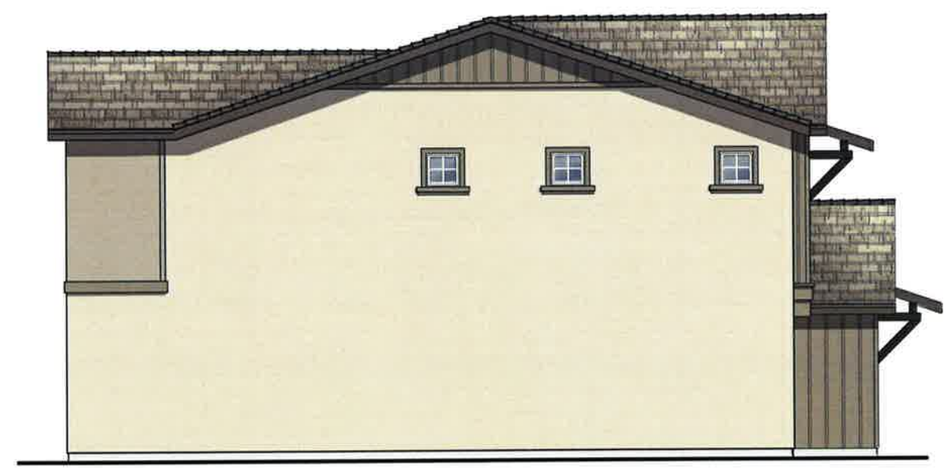
RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

88

05.04.16

PLAN TWO | ENHANCED 'C' ELEVATION

BAKER STREET | DeNOVA HOMES

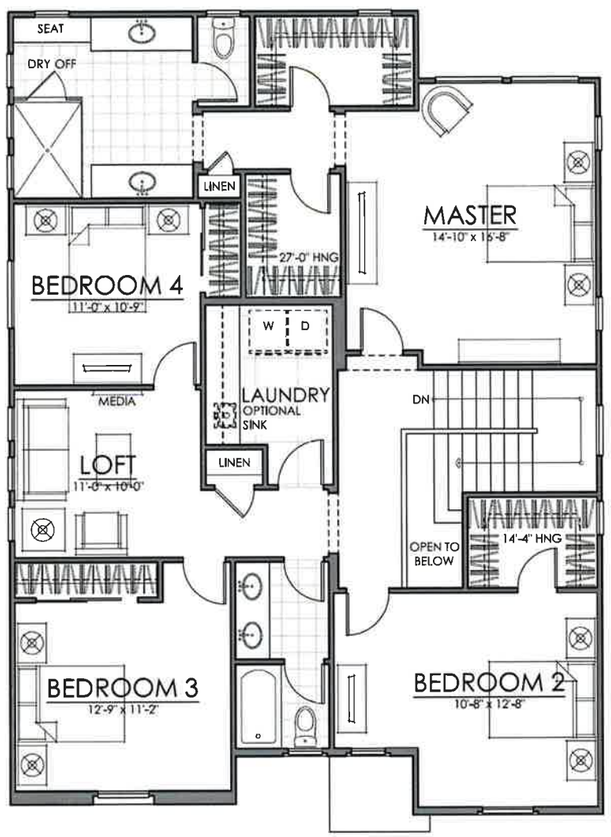
COSTA MESA, CALIFORNIA

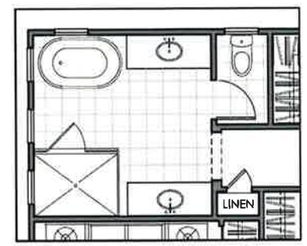
NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

DeNova Homes
Building a Better Community

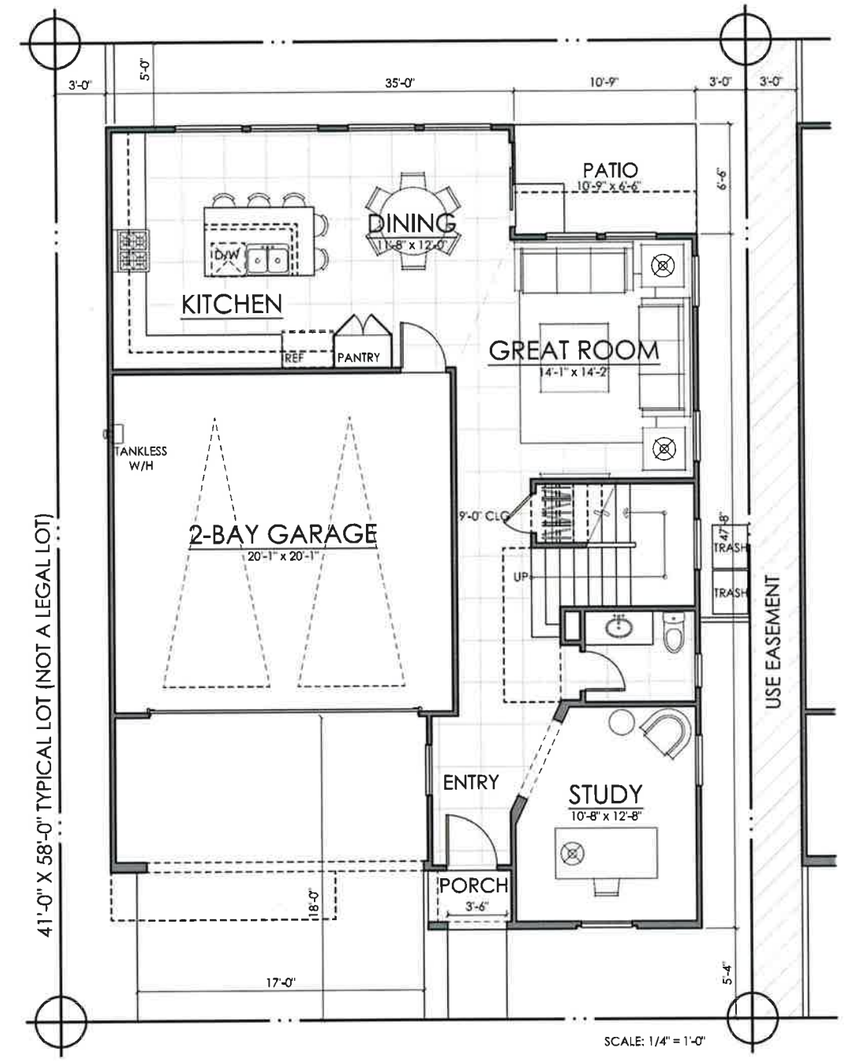
woodley architectural group,inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303.683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949.553.8919





OPTIONAL SPA BATH

OPTIONAL BATH AT BEDROOM 2



FIRST FLOOR	927 SQ. FT.
SECOND FLOOR	1473 SQ. FT.
TOTAL LIVING	**2400 SQ. FT.**
GARAGE	415 SQ. FT.
PERCENTAGE OF 2ND FLOOR TO 1ST FLOOR	109.76%

89

05.04.16

PLAN THREE | 2400 SQ. FT.

BAKER STREET | DeNOVA HOMES

COSTA MESA, CALIFORNIA

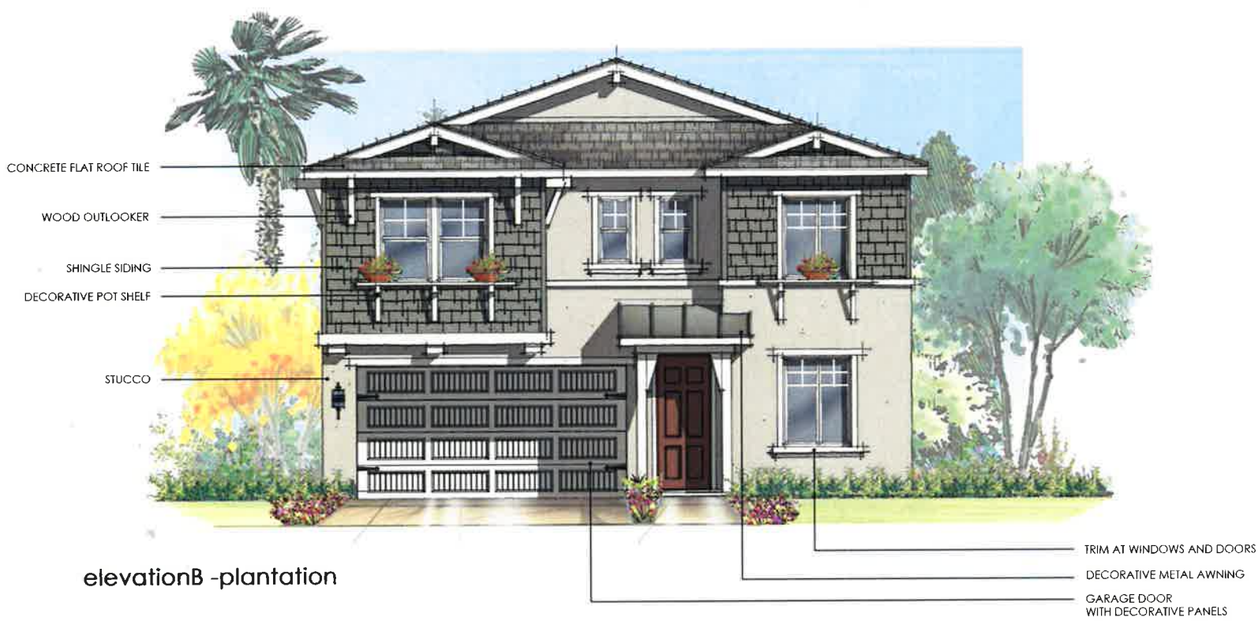
NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS, WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP INC.

DeNova Homes
Building a Better Community

woodley architectural group, inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919

elevationA -modern spanish



elevationB -plantation

elevationC -modern farmhouse

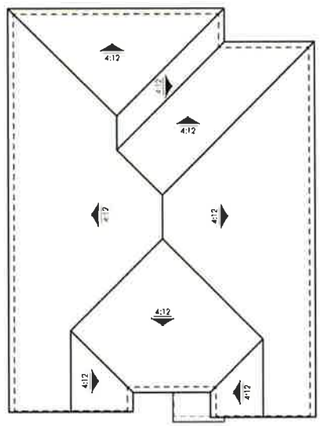
05.04.16

PLAN THREE CONCEPTUAL ELEVATIONS

DeNova Homes

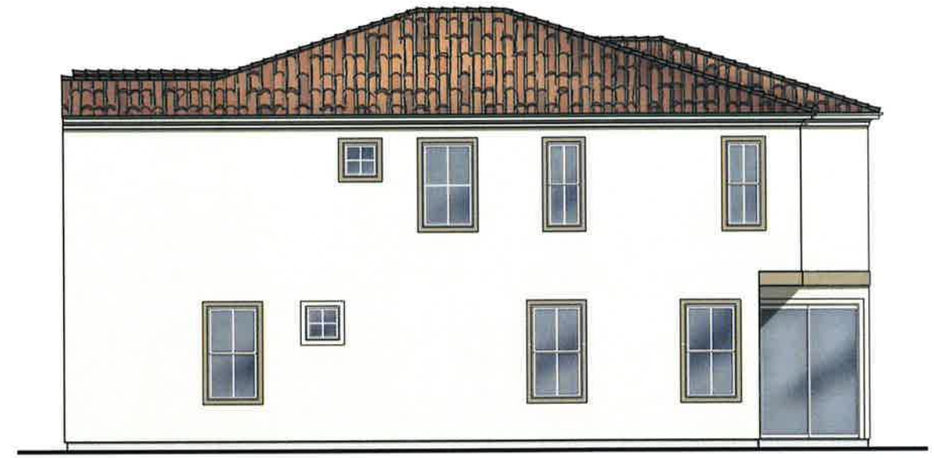
BAKER STREET | DENOVA HOMES
COSTA MESA, CALIFORNIA

woodley architectural group,inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana, co 92705 / 949 553.8919



ROOF PLAN

SCALE: 1/8" = 1'-0"

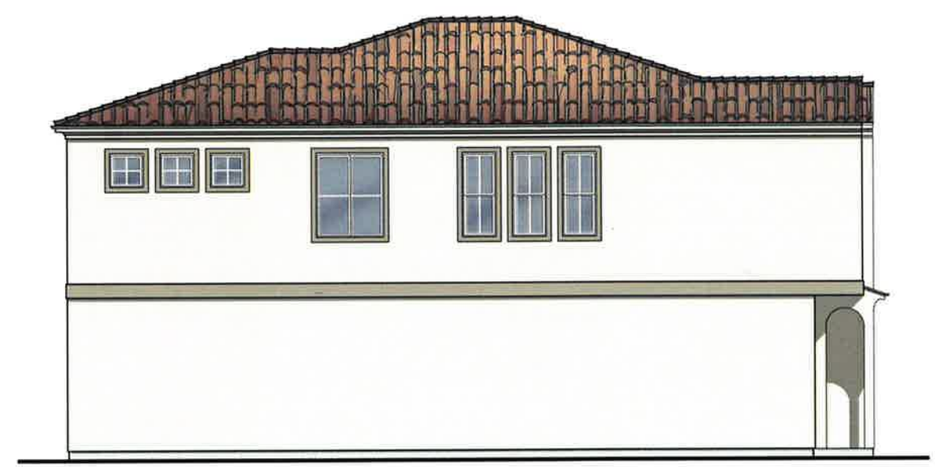


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

91

05.04.16

PLAN THREE | 'A' ELEVATION

BAKER STREET | DeNOVA HOMES

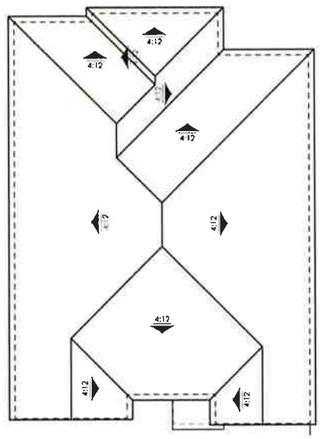
COSTA MESA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

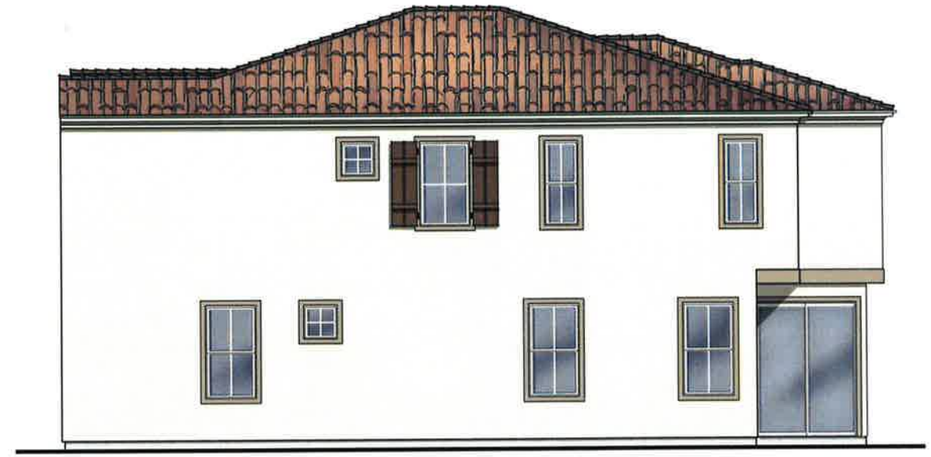
DeNova Homes
Building a Better Community

woodley architectural group, inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303.683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949.553.8919



ROOF PLAN

SCALE: 1/8" = 1'-0"

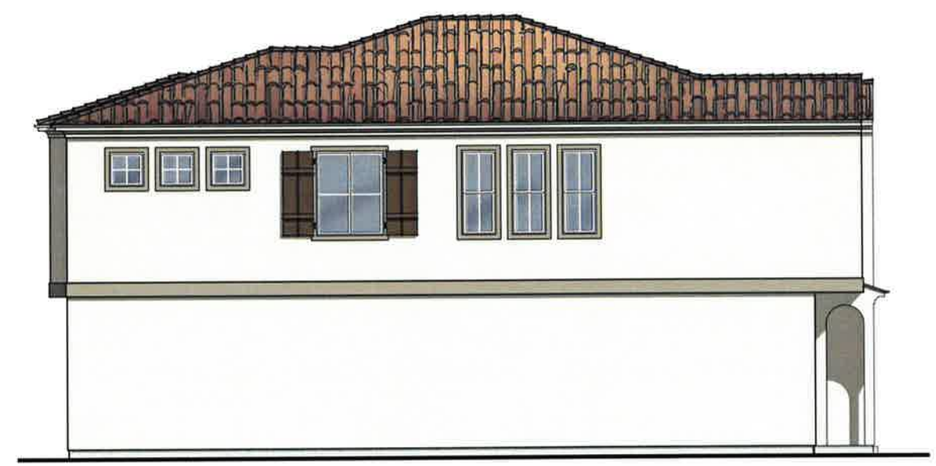


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

92

05.04.16

PLAN THREE | ENHANCED 'A' ELEVATION

BAKER STREET | DeNOVA HOMES

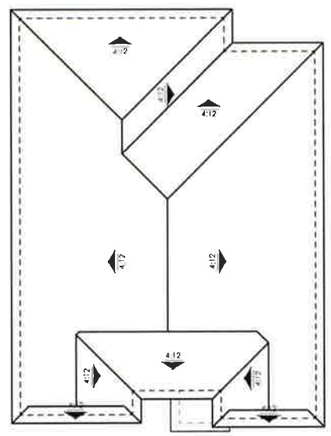
COSTA MESA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. © COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

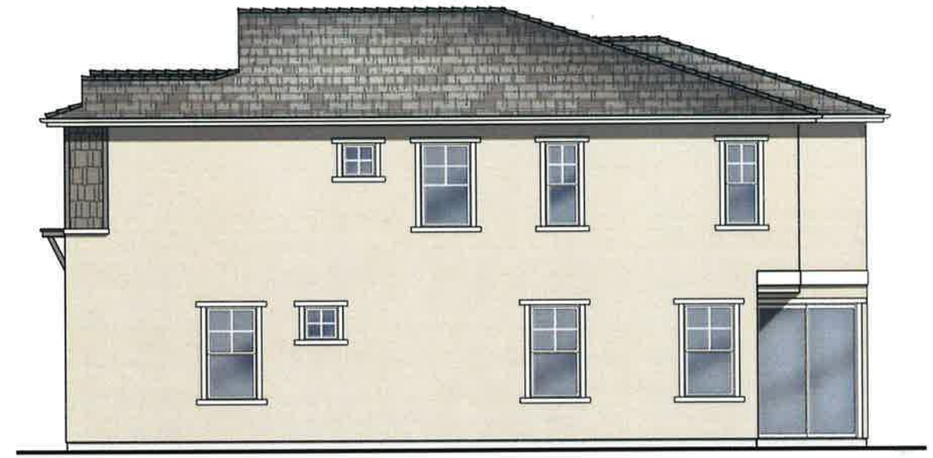
DeNova Homes
Building a Better Community

woodley architectural group,inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919



ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

REAR ELEVATION

SCALE: 1/4" = 1'-0"

LEFT ELEVATION

SCALE: 1/4" = 1'-0"

93

05.04.16

PLAN THREE | 'B' ELEVATION

BAKER STREET | DeNOVA HOMES

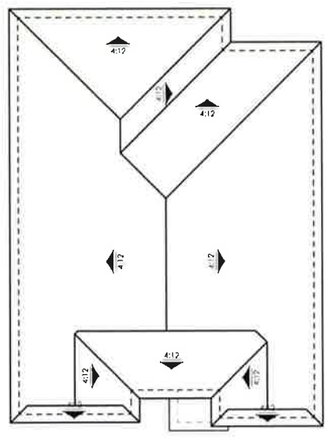
COSTA MESA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE SUCH AS FINAL PLOTTING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

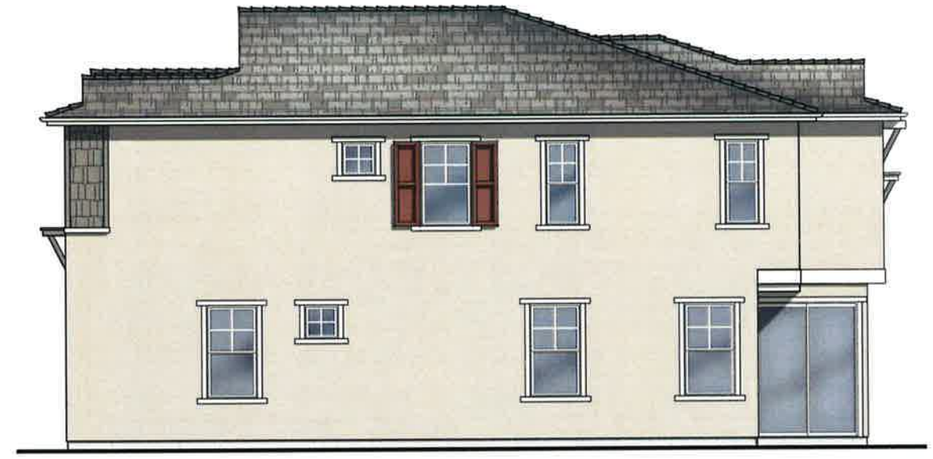
DeNova Homes
Building a Better Community

woodley architectural group, inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949 553.8919



ROOF PLAN

SCALE: 1/8" = 1'-0"

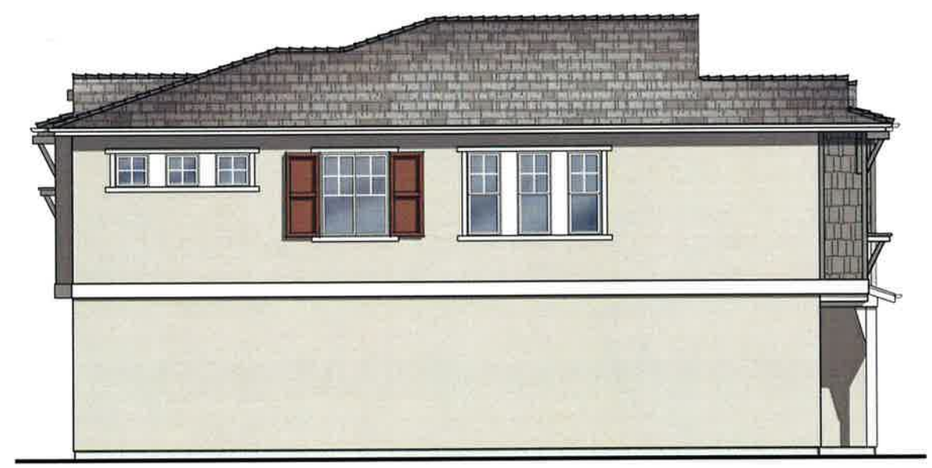


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

94

05.04.16

PLAN THREE | ENHANCED 'B' ELEVATION

BAKER STREET | DeNOVA HOMES

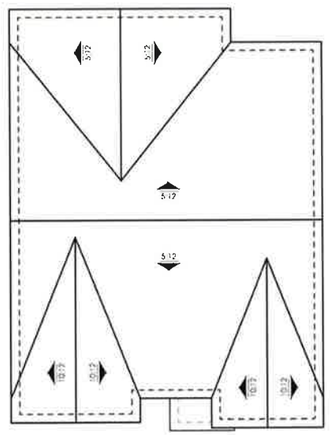
COSTA MESA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY STUDIES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE, SUCH AS FINAL PRICING OR FINAL ENGINEERING. © COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

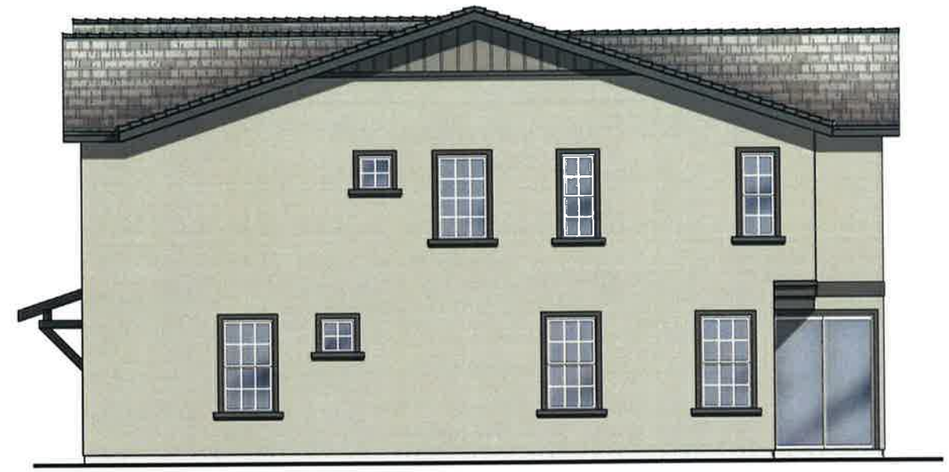
DeNova Homes
Building a Better Community

woodley architectural group,inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303.683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949.553.8919



ROOF PLAN

SCALE: 1/8" = 1'-0"

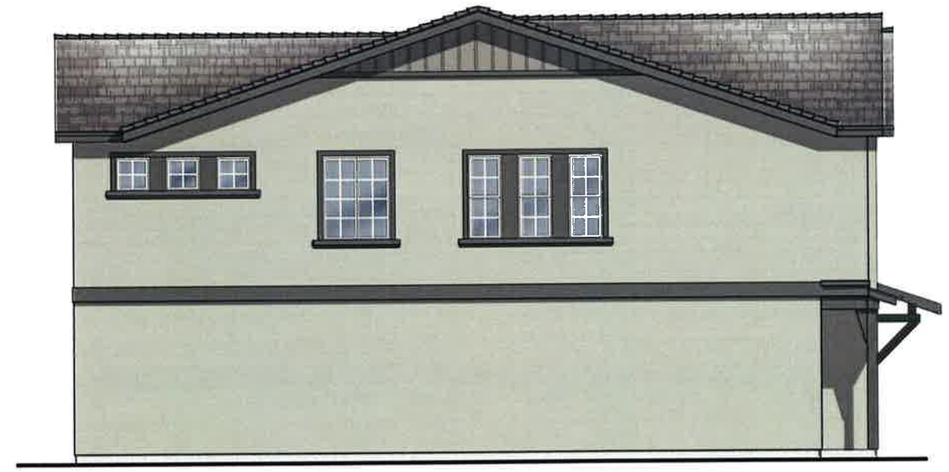


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

95

05.04.16

PLAN THREE | 'C' ELEVATION

BAKER STREET | DeNOVA HOMES

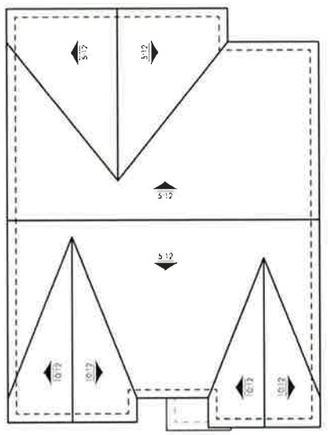
COSTA MESA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

THESE DRAWINGS ARE INTENDED FOR DESIGN DEVELOPMENT AND PRELIMINARY PURPOSES ONLY AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE SUCH AS FINAL PLANNING OR FINAL ENGINEERING. COPYRIGHT WOODLEY ARCHITECTURAL GROUP, INC. THESE DRAWINGS MAY NOT BE USED OR REPRODUCED WITHOUT THE EXPRESS WRITTEN PERMISSION OF WOODLEY ARCHITECTURAL GROUP, INC.

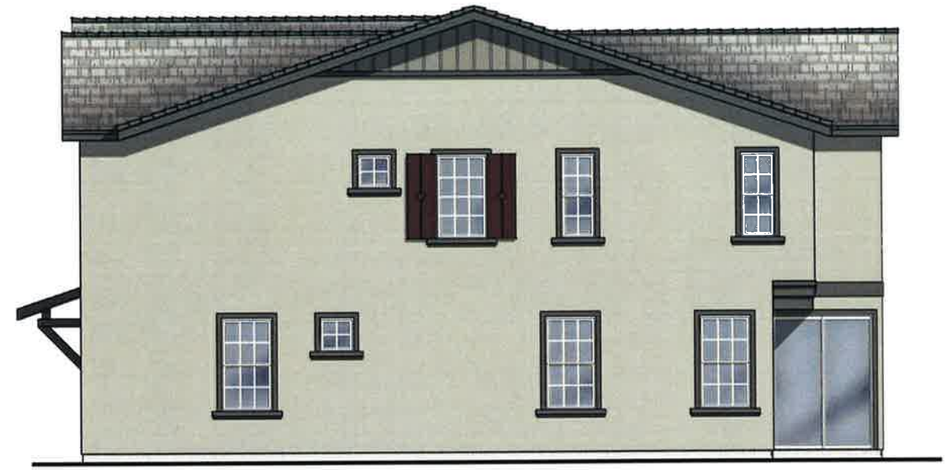
DeNova Homes
Building a Better Community

woodley architectural group,inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303.683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949.553.8919



ROOF PLAN

SCALE: 1/8" = 1'-0"

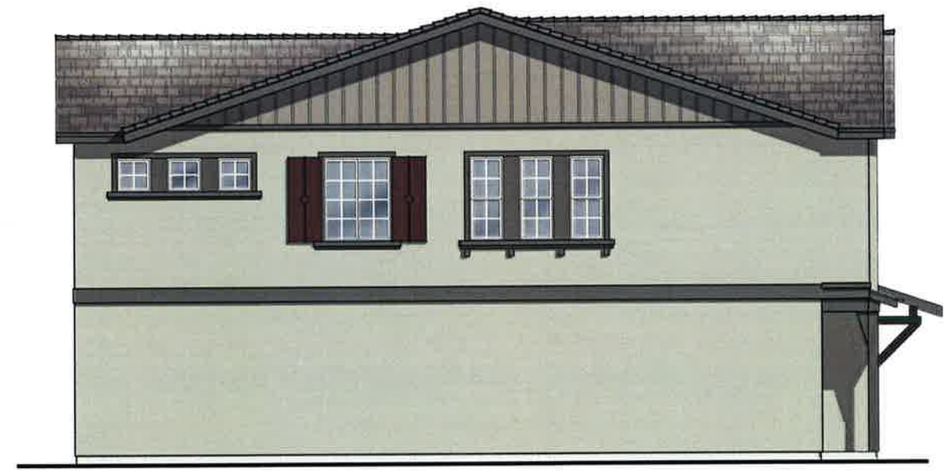


RIGHT ELEVATION

SCALE: 1/4" = 1'-0"

REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT ELEVATION

SCALE: 1/4" = 1'-0"

96

05.04.16

PLAN THREE | ENHANCED 'C' ELEVATION

BAKER STREET | DeNOVA HOMES

COSTA MESA, CALIFORNIA

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

DeNova Homes
Building a Better Community

woodley architectural group,inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303.683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949.553.8919

-MODERN SPANISH

Door Details

Introducing the latest in great entrances with the new Classic-Craft® Canvas Collection™ - the first premium, smooth fiberglass door to carry the Therma-Tru brand name. The collection is designed with all of the beauty and performance of the Classic-Craft line with a smooth, paintable surface for ease of adapting to home interior and exterior finishes. The doors feature architecturally correct facets, including wide center panels and rich embossment details that rival high-end custom wood doors, as well as heavy-gauge steel doors. And they deliver all the benefits of a premium fiberglass door system including security, durability and energy efficiency.

Fiberglass Entry Door Systems: Classic-Craft Canvas

About this entry door system

This entry door system is available with different features. The table below breaks down the various product options by size and available features. You should work with an authorized Therma-Tru dealer and/or your builder to determine the best option for your home based on environment and region of the country.

Door

8ft 2 Panel Plank Soft Arch

Style IDs	Available Sizes	Features
CCV8205	3'0" x 8'0"	

Finish Option: Paintable

LIFETIME LIMITED WARRANTY

Installation Instructions

Where to buy
Click to locate an authorized Therma-Tru dealer near you

*Note: Glass privacy ratings are determined by the ½ lite sash glass. As a result, the amount of privacy/glass transparency may be more or less than indicated by the privacy rating, based on glass design and the size of the glass that's inserted into the door, sidelite or transom. Glass design may differ from depiction due to size of glass. Please consult your Therma-Tru dealer for more details.

-PLANTATION

Door Details

Introducing the latest in great entrances with the new Classic-Craft® Canvas Collection™ - the first premium, smooth fiberglass door to carry the Therma-Tru brand name. The collection is designed with all of the beauty and performance of the Classic-Craft line with a smooth, paintable surface for ease of adapting to home interior and exterior finishes. The doors feature architecturally correct facets, including wide center panels and rich embossment details that rival high-end custom wood doors, as well as heavy-gauge steel doors. And they deliver all the benefits of a premium fiberglass door system including security, durability and energy efficiency.

Fiberglass Entry Door Systems: Classic-Craft Canvas

About this entry door system

This entry door system is available with different features. The table below breaks down the various product options by size and available features. You should work with an authorized Therma-Tru dealer and/or your builder to determine the best option for your home based on environment and region of the country.

Door

8ft 6 Panel

Style IDs	Available Sizes	Features
CCV860	3'0" x 8'0"	

Finish Option: Paintable

LIFETIME LIMITED WARRANTY

Installation Instructions

Where to buy
Click to locate an authorized Therma-Tru dealer near you

*Note: Glass privacy ratings are determined by the ½ lite sash glass. As a result, the amount of privacy/glass transparency may be more or less than indicated by the privacy rating, based on glass design and the size of the glass that's inserted into the door, sidelite or transom. Glass design may differ from depiction due to size of glass. Please consult your Therma-Tru dealer for more details.

-MODERN FARMHOUSE

Door Details

Introducing the latest in great entrances with the new Classic-Craft® Canvas Collection™ - the first premium, smooth fiberglass door to carry the Therma-Tru brand name. The collection is designed with all of the beauty and performance of the Classic-Craft line with a smooth, paintable surface for ease of adapting to home interior and exterior finishes. The doors feature architecturally correct facets, including wide center panels and rich embossment details that rival high-end custom wood doors, as well as heavy-gauge steel doors. And they deliver all the benefits of a premium fiberglass door system including security, durability and energy efficiency.

Fiberglass Entry Door Systems: Classic-Craft Canvas

About this entry door system

This entry door system is available with different features. The table below breaks down the various product options by size and available features. You should work with an authorized Therma-Tru dealer and/or your builder to determine the best option for your home based on environment and region of the country.

Door

8ft 3 Panel

Style IDs	Available Sizes	Features
CCV831	3'0" x 8'0"	

Finish Option: Paintable

LIFETIME LIMITED WARRANTY

Installation Instructions

Where to buy
Click to locate an authorized Therma-Tru dealer near you

*Note: Glass privacy ratings are determined by the ½ lite sash glass. As a result, the amount of privacy/glass transparency may be more or less than indicated by the privacy rating, based on glass design and the size of the glass that's inserted into the door, sidelite or transom. Glass design may differ from depiction due to size of glass. Please consult your Therma-Tru dealer for more details.

THERMA-TRU DOORS

05.04.16

ENTRY DOORS

DeNova Homes
Building a Better Community

BAKER STREET | DENOVA HOMES
COSTA MESA, CALIFORNIA

Home › Garage Doors › Classic Steel › Steel Garage Door Model 9100 & 9600

Steel Garage Doors

Model 9100 & 9600

Our Classic Steel Garage Door Model 9100 and 9600 feature pinch-resistant door panels. Chosen by homeowners for its strength, durability and gracious design, this steel garage door models have polyurethane foamed in-place insulation. The steel garage door Model 9100 is constructed with a steel poly-urethane "Toughguard" backer and has an R value* of 6, and the Model 9600 door has an R value of 11 giving both of these garage doors excellent insulating ability to your home's thermal efficiency.

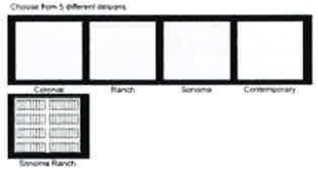
Garage Door Model 9100 and 9600 offer safety, beauty and durability at the most affordable prices for steel doors. Embossed high tensile steel panels give the look of wood with the strength of steel adding style and curb appeal to your home.

* Wayne Dalton uses a calculated door section R value for our insulated doors

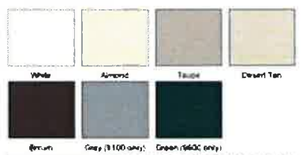
View Model Comparison Chart

Choose a Panel Design

Choose from 5 different designs



Choose a Color



Online color swatches are only digital reproductions of actual standards and will vary in appearance due to differences in monitor and video card output. These digital representations should not be used to finalize color selection(s). Please contact your local Wayne Dalton Dealer for actual color samples to match with your home or business.

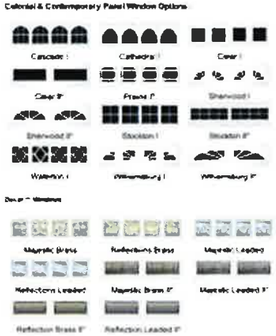
TruChoice

Model 9600 is available with the TruChoice™ Color System. Wayne Dalton's custom painting process that offers more than 1,000+ colors.

Choose a Window

Not all window options are available with every panel style. Window options are not interchangeable between panel options. Check with your closest Wayne Dalton Dealer for details.

Colonial & Contemporary Panel Window Options



*Available only on 9600

Garage Door Design Center

Before

After

Use this tool to see how we can transform your home

Garage Door Brochures

Steel Garage Door - 9100

Steel Garage Door - 9600

Steel Garage Doors 9100 - 9600

Garage Door Warranty

Warranty 9100 & 9600

Windload Options

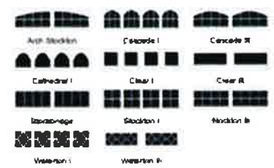
Windload 9100 & 120

Windload 9600

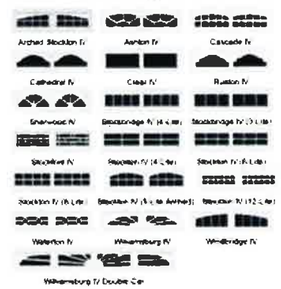
Ranch Panel Window Options

*Available only on 9600

Sonoma Panel Window Options



Sonoma Ranch Panel Window Options



**Not available in all areas. Please consult your local dealer for details

Optional Window Placement (Model 9600 only)

Windows may be arranged vertically or horizontally on Colonial, Ranch and Contemporary designs. Up to 50% of the door can include windows. Windows placed in the bottom section of a door must use DSB119 or tempered or 1/2" insulated glass. Vertical tile options will be placed in a special order.

Glass Options

Choose your Hardware

Every piece of our garage door hardware is made from heavy powder coated steel with a hand hammered look. Additional accent pieces are available to match or complement your collection.

Euro Collection

The American Collection

Hammered Knockers

Lift Handles

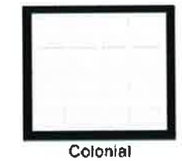
Garage Door Features

- TorqueMaster® Plus Counterbalance
- Pinch resistant door panels
- Bottom weather seal
- Tempered insulated lites, hollow insulated
- Metal SPVB
- Polyurethane foamed in place insulation

Warranty

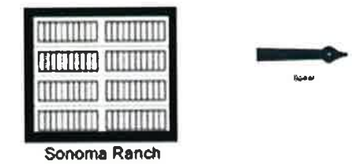
Wayne Dalton offers a Lifetime Limited Warranty on this garage door. Please reference the warranty document for details.

- MODERN SPANISH



Colonial

- PLANTATION



Sonoma Ranch

- MODERN FARMHOUSE

Ranch

Public Review Draft • June 2016

929 Baker Street Residential Project
Initial Study/Mitigated Negative Declaration

Prepared for:
City of Costa Mesa

Prepared by:
Michael Baker International, Inc.

PUBLIC REVIEW DRAFT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

929 Baker Street Residential Project

LEAD AGENCY:

City of Costa Mesa
77 Fair Drive
Costa Mesa, California 92628
Contact: Mr. Mel Lee, AICP
714.754.5245

PREPARED BY:

Michael Baker International
14725 Alton Parkway
Irvine, California 92718
Contacts: Mr. Eddie Torres
949.472.3505

June 6, 2016

JN 153149

This document is designed for double-sided printing to conserve natural resources.

TABLE OF CONTENTS

1.0 Introduction 1-1

1.1 Statutory Authority and Requirements 1-1
1.2 Purpose 1-1
1.3 Incorporation by Reference 1-2

2.0 Project Description 2-1

2.1 Project Location and Setting 2-1
2.2 Proposed Project 2-4
2.3 Discretionary Actions 2-12

3.0 Initial Study Checklist 3-1

3.1 Background 3-1
3.2 Environmental Factors Potentially Affected 3-2
3.3 Lead Agency Determination 3-2
3.4 Evaluation of Environmental Impacts 3-3

4.0 Environmental Analysis 4.1-1

4.1 Aesthetics 4.1-1
4.2 Agriculture and Forest Resources 4.2-1
4.3 Air Quality 4.3-1
4.4 Biological Resources 4.4-1
4.5 Cultural Resources 4.5-1
4.6 Geology and Soils 4.6-1
4.7 Greenhouse Gas Emissions 4.7-1
4.8 Hazards and Hazardous Materials 4.8-1
4.9 Hydrology and Water Quality 4.9-1
4.10 Land Use and Planning 4.10-1
4.11 Mineral Resources 4.11-1
4.12 Noise 4.12-1
4.13 Population and Housing 4.13-1
4.14 Public Services 4.14-1
4.15 Recreation 4.15-1
4.16 Transportation/Traffic 4.16-1
4.17 Utilities and Service Systems 4.17-1
4.18 Mandatory Findings of Significance 4.18-1

5.0 Inventory of Standard Conditions and Mitigation Measures 5-1

6.0 References 6-1

7.0 Report Preparation Personnel 7-1

8.0 Appendices

8.1 Air Quality/Greenhouse Gas Data
8.2 Preliminary Geotechnical Investigation
8.3 Hazardous Materials Documentation
8.4 Hydrology/Water Quality Documentation
8.5 Noise Impact Analysis
8.6 Traffic Impact Analysis
8.7 Utilities Correspondence

LIST OF EXHIBITS

Exhibit 2-1 Regional Vicinity 2-2
Exhibit 2-2 Site Vicinity 2-3
Exhibit 2-3 Preliminary Site Plan 2-5
Exhibit 2-4a Plan Layout Residence One Option 2-6
Exhibit 2-4b Plan Layout Residence Two Option 2-7
Exhibit 2-4c Plan Layout Residence Three Option 2-8
Exhibit 2-5 Conceptual Landscape Plan 2-10
Exhibit 2-6 Site Plan Alternative 2-11
Exhibit 4.8-1 Soil Sample Results 4.8-4
Exhibit 4.8-2 Soil Vapor Sample Results 4.8-6
Exhibit 4.12-1 Noise Barrier Locations 4.12-8
Exhibit 4.16-1 Study Area Intersections 4.16-3

LIST OF TABLES

Table 2-1 Surrounding Land Uses 2-1

Table 4.3-1 Construction Related Emissions....4.3-4

Table 4.3-2 Long-Term Operational Air Emissions....4.3-7

Table 4.3-3 Localized Significance of Construction Emissions....4.3-11

Table 4.3-4 Localized Significance of Operational Emissions 4.3-11

Table 4.7-1 Estimated Greenhouse Gas Emissions....4.7-5

Table 4.10-1 Property Development Standards 4.10-2

Table 4.12-1 Noise and Land Use Compatibility Matrix....4.12-2

Table 4.12-2 Interior and Exterior Noise Standards 4.12-3

Table 4.12-3 Residential Noise Ordinance Standards....4.12-4

Table 4.12-4 Maximum Noise Levels Generated by Construction Equipment....4.12-6

Table 4.12-5 Refrigerator Condenser Unit Noise Measurement....4.12-9

Table 4.12-6 Typical Vibration Levels for Construction Equipment....4.12-12

Table 4.16-1 Level of Service Criteria for Signalized Intersections Using ICU Methodology 4.16-2

Table 4.16-2 Relationship Between Delay and LOS at Signalized Intersections 4.16-4

Table 4.16-3 Level of Service Criteria for Unsignalized Intersections....4.16-5

Table 4.16-4 Study Area Existing Street System Summary....4.16-5

Table 4.16-5 Cumulative Projects Trip Generation....4.16-7

Table 4.16-6 Existing Conditions AM/PM Peak Hour Intersection LOS (ICU Methodology)....4.16-7

Table 4.16-7 Existing Conditions AM/PM Peak Hour Intersection LOS (HCM Methodology)....4.16-8

Table 4.16-8 Project Trip Generation 4.16-9

LIST OF TABLES

Table 4.16-9 Existing and Existing Plus Project Weekday Peak Hour Intersection LOS (ICU Methodology) 4.16-10

Table 4.16-10 Existing and Existing Plus Project Weekday Peak Hour Intersection LOS (HCM Methodology) 4.16-10

Table 4.16-11 Opening Year (2017) Without Project Weekday Peak Hour Intersection LOS (ICU Methodology) 4.16-11

Table 4.16-12 Opening Year (2017) Without Project Weekday Peak Hour Intersection LOS (HCM Methodology) 4.16-11

Table 4.16-13 Opening Year and Opening Year With Project Weekday Peak Hour Intersection LOS (ICU Methodology) 4.16-12

Table 4.16-14 Opening Year and Opening Year With Project Weekday Peak Hour (HCM Methodology) 4.16-12

Table 4.16-15 Project Driveway Operations Analysis 4.16-13

This page intentionally left blank.

TECHNICAL APPENDICES ON CD

This page intentionally left blank.

1.0 INTRODUCTION

The proposed project involves a Design Review (Planning Application PA-15-58) and a Vesting Tentative Tract Map (VTT-17980) to allow for the assemblage and subdivision of a 4.71 acre (205,168 square foot) lot currently located at 929 Baker Street into two-story, 56-unit detached common interest residential units and a 0.11 acre private park. The existing on-site structure (a 64,800 square-foot self-storage building) would be demolished and the proposed development would consist of 56 detached single-family homes with private streets, on-site parking spaces, and landscaping. Following preliminary review of the proposed project, the City of Costa Mesa has determined that it is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects associated with the project, as proposed.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with CEQA (Public Resources Code Sections 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations (CCR), the City of Costa Mesa, acting in the capacity of Lead Agency, is required to undertake the preparation of an Initial Study to determine whether the proposed project would have a significant environmental impact. If the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration (or Mitigated Negative Declaration) for that project. Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (Section 21080(c), Public Resources Code).

The environmental documentation, which is ultimately approved and/or certified by the City of Costa Mesa in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not a policy document, and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

1.2 PURPOSE

Section 15063 of the *CEQA Guidelines* identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- Discussion of ways to mitigate significant effects identified, if any;

- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and

- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

1.3 INCORPORATION BY REFERENCE

The references outlined below were utilized during preparation of this Initial Study. The documents are available for review at the City of Costa Mesa Development Services Department, located at 77 Fair Drive, Costa Mesa, California 92626.

- City of Costa Mesa 2000 General Plan (January 22, 2002). The *City of Costa Mesa 2000 General Plan* (General Plan), adopted January 22, 2002, is the primary source of long-range planning and policy direction intended to guide growth and preserve the quality of life within the community. The overall intent of the General Plan is to provide a policy framework that strives to maintain and improve a socially-cohesive, economically-viable, and physically-attractive community. The General Plan contains goals, policies, and plans which are intended to guide land use and development decisions. The General Plan consists of a Land Use Plan Map and the following seven State mandated elements: Land Use Element; Circulation/Transportation Element; Housing Element; Conservation Element; Noise Element; Safety Element; and Open Space and Recreation Element. It also includes three optional elements: Growth Management Element; Community Design Element; and Historic and Cultural Resources Element. On January 21, 2014, the City updated the Housing Element for the 2013 – 2021 planning cycle. The City is also currently updating its General Plan for 2015 – 2035, *City of Costa Mesa 2015-2035 Draft General Plan*.

- City of Costa Mesa 2000 General Plan Environmental Impact Report (January 22, 2002). The *City of Costa Mesa 2000 General Plan Environmental Impact Report* (General Plan EIR) was adopted on January 22, 2002. The General Plan EIR analyzed the potential environmental impacts that would result from implementation of the General Plan. The General Plan EIR Table 3-6, *Growth Increases Over Existing Conditions (2000) Associated with 2000 General Plan Implementation (2020)*, identifies new development projected between 2000 and 2020. The General Plan EIR assumes the land use growth of 42,469 dwelling units and 46,683,237 square feet of non-residential land uses, which represents an increase of 1,892 additional dwelling units and 12,643,695 additional square feet of non-residential uses by 2020. The General Plan EIR concluded that impacts in the following areas would be significant and unavoidable; refer to General Plan EIR Section 8.0:

  - Transportation and Circulation (roadway capacity at Gisler Avenue, west of Harbor Boulevard);
  - Noise (long-term mobile sources); and
  - Air Quality (short- and long-term emissions).

- City of Costa Mesa Municipal Code. The *Costa Mesa Municipal Code* (Municipal Code) codified through Ordinance No. 16-03, enacted March 1, 2016 (Supplement No. 131, 3-16) consists of regulatory, penal, and administrative ordinances of the City of Costa Mesa.

These include standards intended to regulate land use, development, health and sanitation, water quality, public facilities, and public safety. Title 13 of the Municipal Code, *Planning, Zoning and Development* (Zoning Code), is utilized to implement the goals, objectives, and policies of the General Plan, and promote the public health, safety, general welfare and preserve and enhance the aesthetic quality of the city by providing regulations to ensure that an appropriate mix of land uses occur in an orderly manner.

- *City of Costa Mesa 2015-2035 Draft General Plan* (March 4, 2016). The *City of Costa Mesa 2015-2035 Draft General Plan* (Draft General Plan Update) establishes the long-range planning and policy direction that guides change and preserves the qualities that define the community. The Draft General Plan Update focuses on protecting and enhancing our diverse residential neighborhoods, accommodating an array of businesses that both serve local needs and attract regional and international spending, and continuing to provide cultural, educational, social, and recreational amenities that contribute to the quality of life in the community. The Draft General Plan Update is currently in draft form and has not yet been adopted.

- *City of Costa Mesa 2015-2035 Draft Environmental Impact Report* (March 4, 2016). The *City of Costa Mesa 2015-2035 Draft Environmental Impact Report* (Draft General Plan Update EIR) analyzes the potential environmental impacts that would result from the adoption and implementation of nine elements of the Draft General Plan Update: Land Use, Circulation, Growth Management, Conservation, Noise, Safety, Community Design, Open Space and Recreation, and Historical and Cultural Resources, in addition to subsequent amendments to the Zoning Code, existing specific plans, and urban plans. A Draft General Plan Update EIR was previously prepared and circulated for the General Plan Update project. The Draft General Plan Update EIR concluded that impacts in the following areas would be significant and unavoidable; refer to Draft General Plan Update EIR Section 2.4:

  - Air Quality (inconsistency with regional plans); and
  - Greenhouse Gas Emissions (inconsistency with regional plans).

  A Notice of Preparation (NOP) for the Draft General Plan Update EIR was distributed by certified mail to the State Clearinghouse, responsible agencies, trustee agencies, and others on November 17, 2015. The City of Costa Mesa distributed a Notice of Availability (NOA) in accordance with CEQA Section 150879(a) and circulated the Draft General Plan Update EIR from March 4, 2016 to April 18, 2016. The Draft General Plan Update EIR is currently in draft form and has not yet been adopted.

These documents, incorporated by reference, were utilized throughout this document as the fundamental planning documents governing work on the project site. Background information and policy information, as well as specific rules and regulations pertaining to the City of Costa Mesa, were relied upon throughout this document.

This page intentionally left blank.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

PROJECT LOCATION

The project site is located within the northeastern portion of the City of Costa Mesa (city), south of Interstate 405 (I-405), northwest of State Route 55 (SR-55) and west of State Route 73 (SR-73), in Orange County, California; refer to Exhibit 2-1, *Regional Vicinity*. Specifically, the 4.71-acre project site is located at 929 Baker Street; refer to Exhibit 2-2, *Site Vicinity*. Regional access to the site is provided by I-405, SR-55, and SR-73.

EXISTING CONDITIONS

The approximate 4.71-acre project site is currently developed with the existing Baker Self Storage facility and an associated surface parking lot; refer to Exhibit 2-2. The existing 64,800 square-foot self-storage building is set back approximately 125 feet from Baker Street and is two stories in height. With the exception of guest parking and the sales office located at the northwestern corner of the site, the remainder of the site is gated (with restricted access to Clientele only). The northern portion of the project site is highly disturbed, vegetated, and fenced (restricting access).

The site is currently accessed via two driveways at the northeastern and northwestern corners of the property along Baker Street. Table 2-1, *Surrounding Land Uses*, describes the surrounding development.

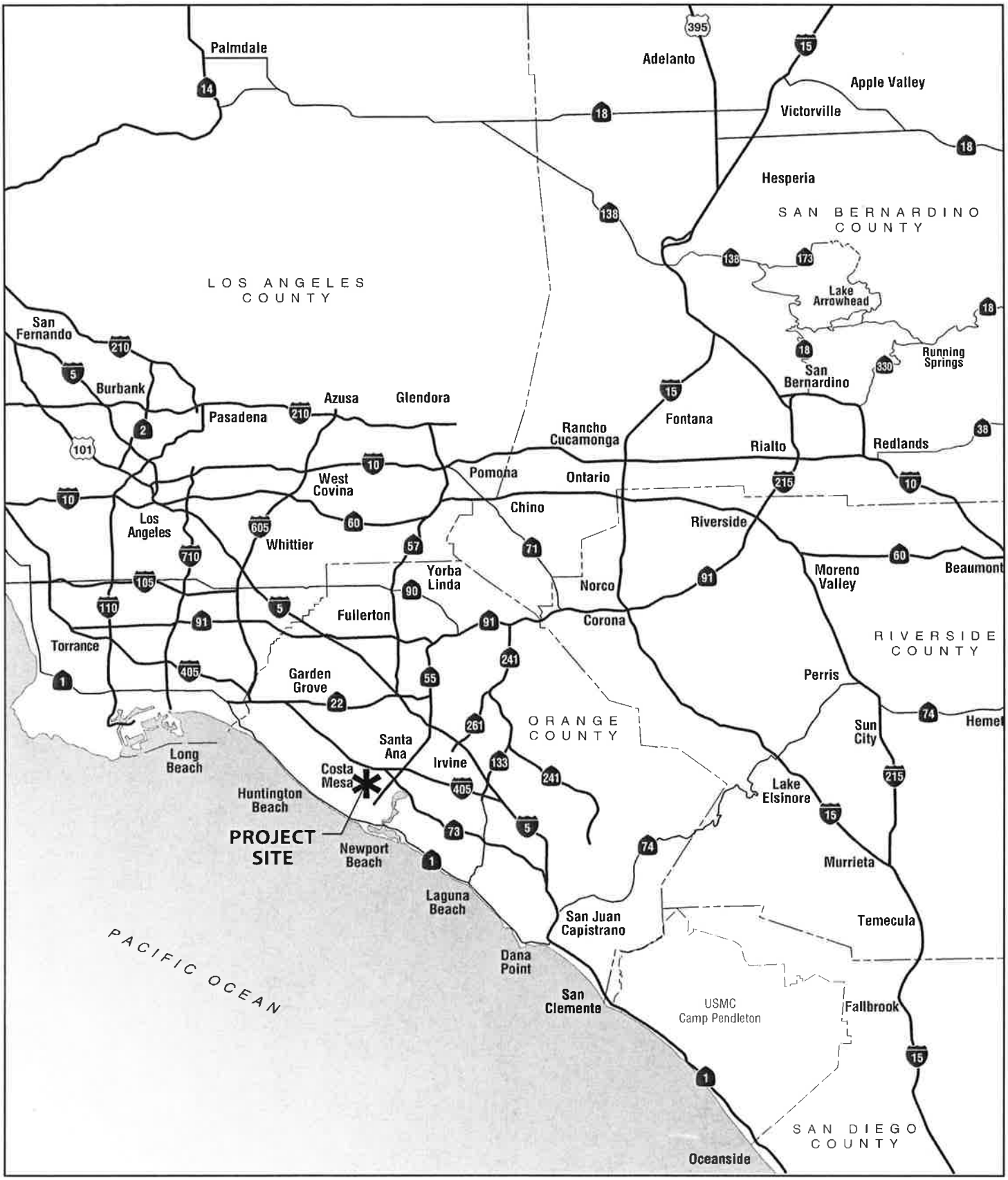
Table 2-1
Surrounding Land Uses

Direction	General Plan Designation	Zoning	Existing Land Use
North	Medium Density Residential (9-12 DU/ Acre)	PDR-MD	Multi-Family Homes
East	Medium Density Residential	I&R	Newport-Mesa Unified School District
South	Public/Institutional	I&R	Sonora Elementary School Paularino Channel
Southwest	High Density Residential (≥12 DU/ Acre)	R3	High Density, Multi-Family Homes
West	Low Density Residential (≤8 DU/ Acre)	R1	Single-Family Homes

Notes: R1 = Single-Family Residential District (A residential district for medium-lot single-family detached dwelling units); PDR-MD = Planned Development Residential-Medium Density; I&R = Institutional and Recreational; R3 = Multiple-Family Residential.

EXISTING ZONING AND GENERAL PLAN

The *City of Costa Mesa General Plan Land Use Map* designates the project site as Residential-Medium Density (9-12 units/acre) and the *Costa Mesa Zoning Map* zones the project site as R2-MD (Multiple-Family Residential District, Medium Density).



NOT TO SCALE

Michael Baker INTERNATIONAL

06/16 • JN 153149

929 BAKER STREET RESIDENTIAL
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Regional Vicinity

Exhibit 2-1

Source: Google Earth, 2016.

Michael Baker INTERNATIONAL

06/16 • JN 153149

929 BAKER STREET RESIDENTIAL
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Site Vicinity

Exhibit 2-2

2.2 PROPOSED PROJECT

The proposed project involves a Design Review (Planning Application PA-15-58) and a Vesting Tentative Tract Map (VTT-17980) to allow for the assemblage and subdivision of a 4.71 acre (205,168 square foot) lot currently located at 929 Baker Street into two-story, 56-unit detached common interest residential units and a 0.11 acre private park. The existing on-site structure would be demolished and the proposed development would consist of 56 detached single-family homes with private streets, and landscaping; refer to Exhibit 2-3, *Preliminary Site Plan*. The residential lots are variable in dimension by plan type, with a density of 11.89 units per acre.

Three home plans ranging from 1,975 to 2,400 square feet are proposed as follows:

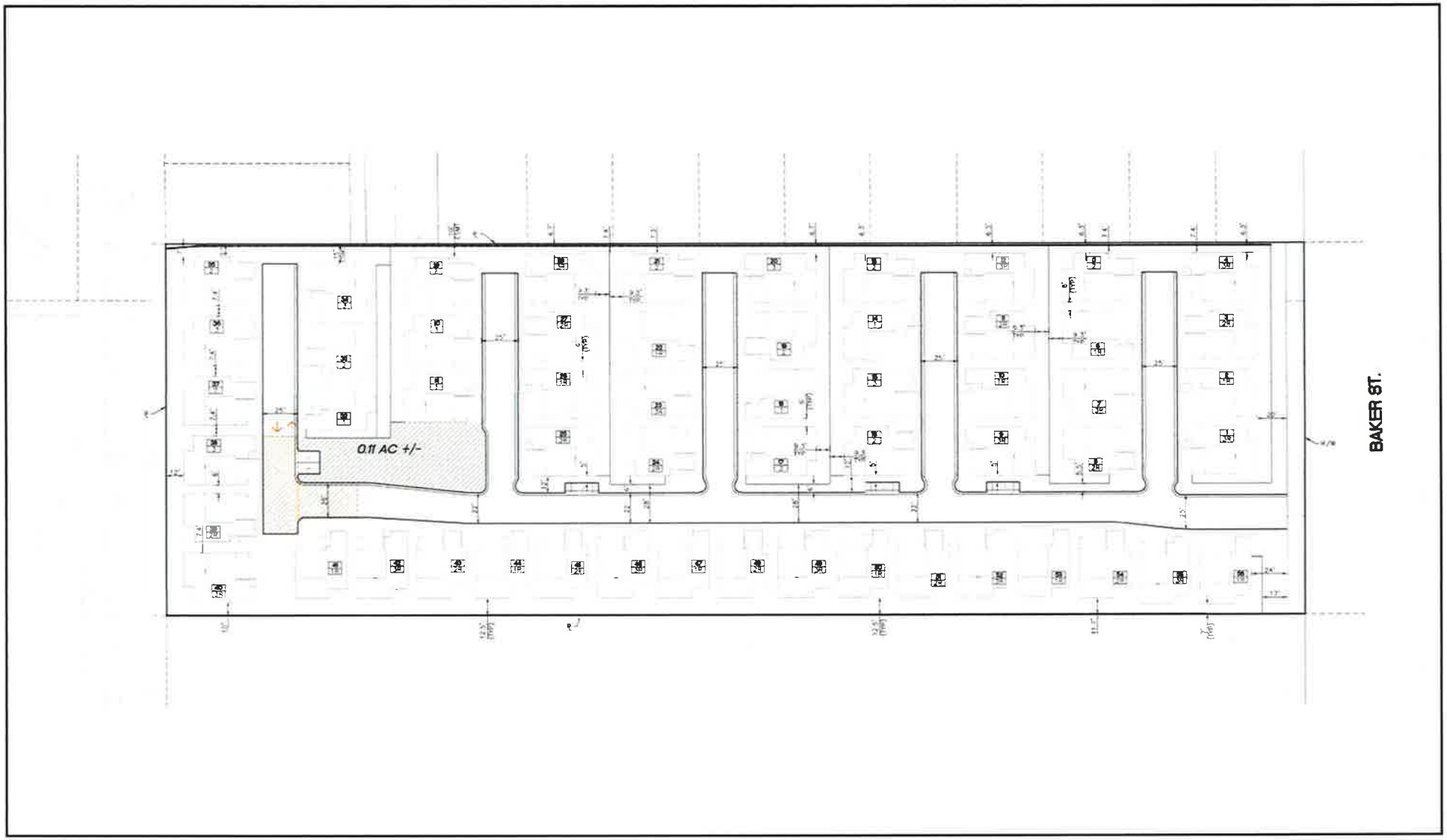
- Residence One – 1,975 square feet, 3 Bedrooms, 2.5 Bathrooms, Great Room, Study, and (optional loft/Bed 4);
- Residence Two – 2,193 square feet, 4 Bedrooms, 3 Bathrooms, Great Room, (optional Study); and
- Residence Three – 2,400 square feet, 4 Bedrooms, 3.5 Bathrooms and Great Room, (Study).

As shown in Exhibit 2-4a, *Plan Layout Residence One Option*, Exhibit 2-4b, *Plan Layout Residence Two Option*, and Exhibit 2-4c, *Plan Layout Residence Three Option*, each floor plan features a two story layout, with flexible living spaces and amenities for varying lifestyles and multigenerational families. The development includes 14 residence one options, 20 residence two options, and 22 residence three options. Two of the three floor plans offer a bedroom and full bathroom on the first floor. All homes include an attached two-car garage and have private rear porch spaces. The architectural styling would feature a modern Spanish style, a plantation style, and a modern farmhouse style. Proposed structures would be up to 26 feet, 11 inches in height.

The proposed project includes a 20-foot setback along the northern boundary, and a 5-foot setback along the east and west boundaries. An Administrative Adjustment is requested by the Applicant along the southern boundary to accommodate a 12-foot setback along Paularino Channel, and between all houses to accommodate a 6-foot building to building setback. The project would also construct a high precision block masonry perimeter wall up to six feet in height with several 6-foot high precision block masonry pilasters.

The proposed subdivision includes one ingress/egress driveway at Baker Street. The primary interior street is designed with a 22- to 25-foot variable width private drive. Private lanes would be designed with 25-foot widths. There would be a total of 229 parking spaces provided on-site. Of these 229 parking spaces, 112 spaces would be garage parking spaces, 112 spaces would be provided at private driveway spaces, and 5 guest spaces would be provided on-site.

As part of the open space, the developer proposes a 0.11 acre park. The proposed on-site park feature would include a play structure, rubberized play surface, a pet waste dispenser, decorative benches, picnic tables, and pedestal-type BBQs.



Source: C&V Consulting, Inc.; dated April 28, 2016.

929 BAKER STREET RESIDENTIAL
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

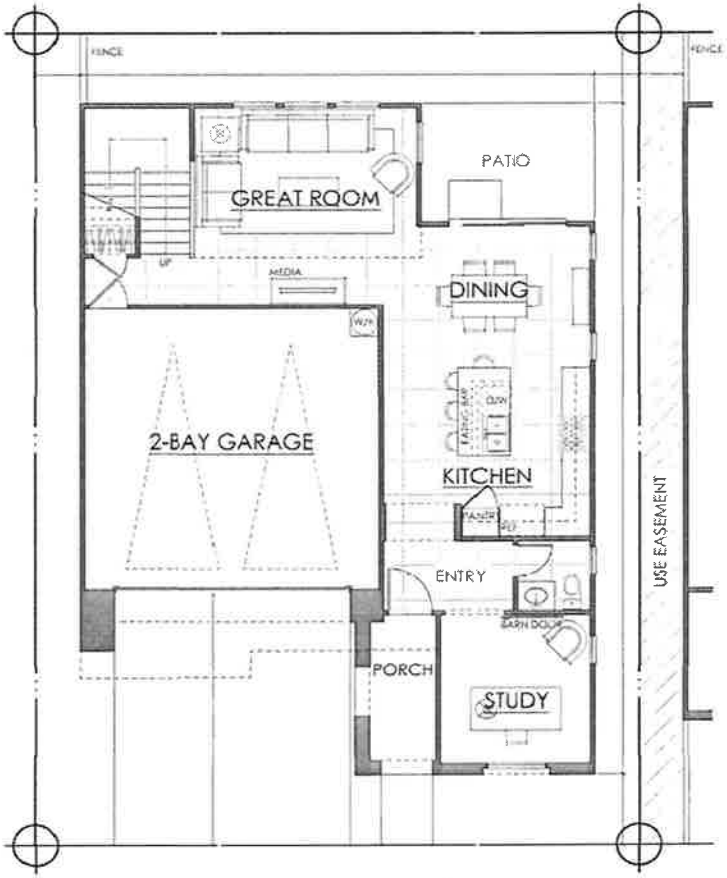
Preliminary Site Plan

Michael Baker INTERNATIONAL

06/16 • JN 153149

Exhibit 2-3

OPTIONAL LOFT/BEDROOM 4



Source: Woodley Architectural Group, Inc.; dated November 20, 2015.

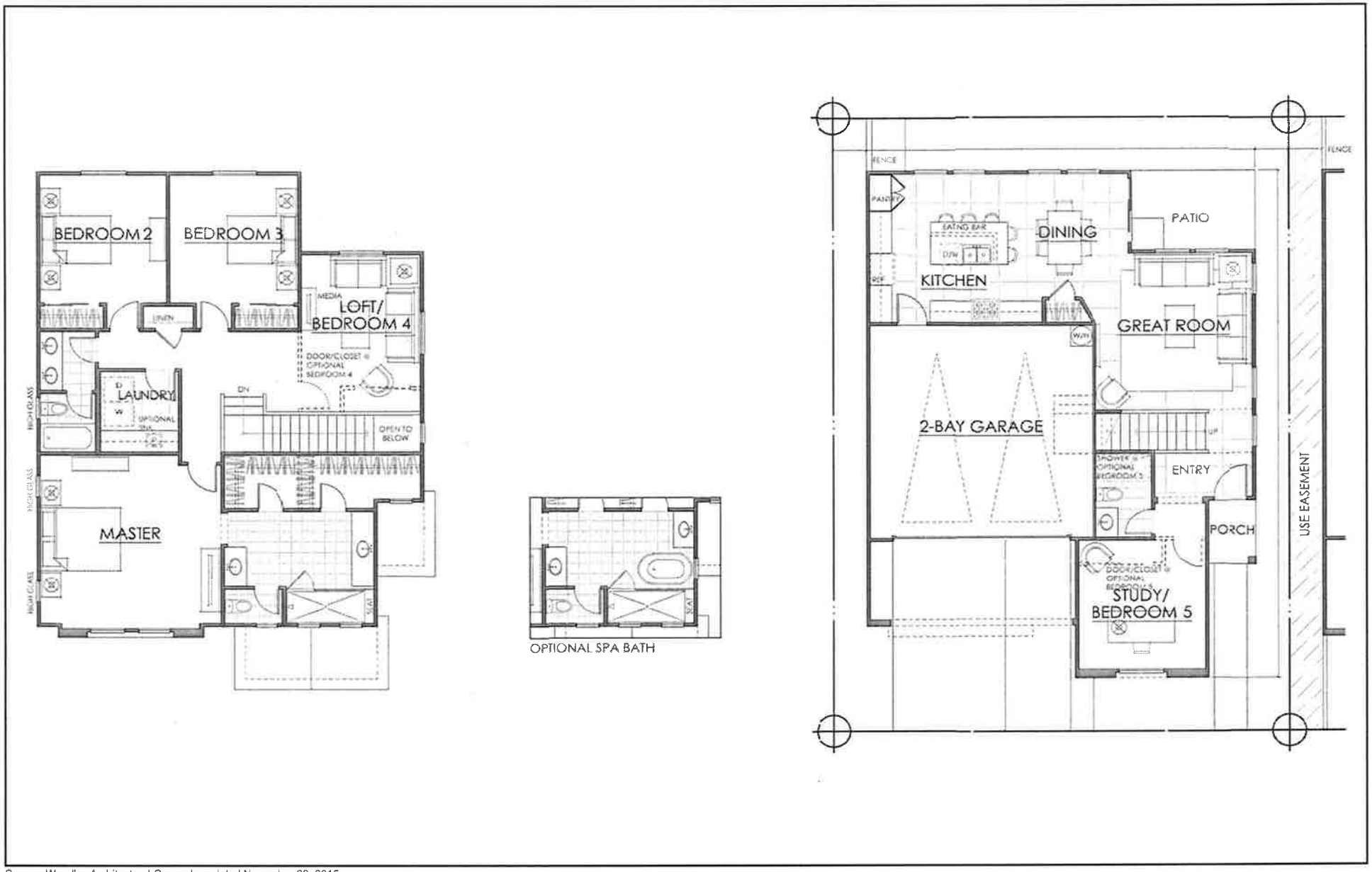
929 BAKER STREET RESIDENTIAL
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Plan Layout Residence One Option

Exhibit 2-4a

Michael Baker INTERNATIONAL

06/16 • JN 153149



Source: Woodley Architectural Group, Inc.; dated November 20, 2015.

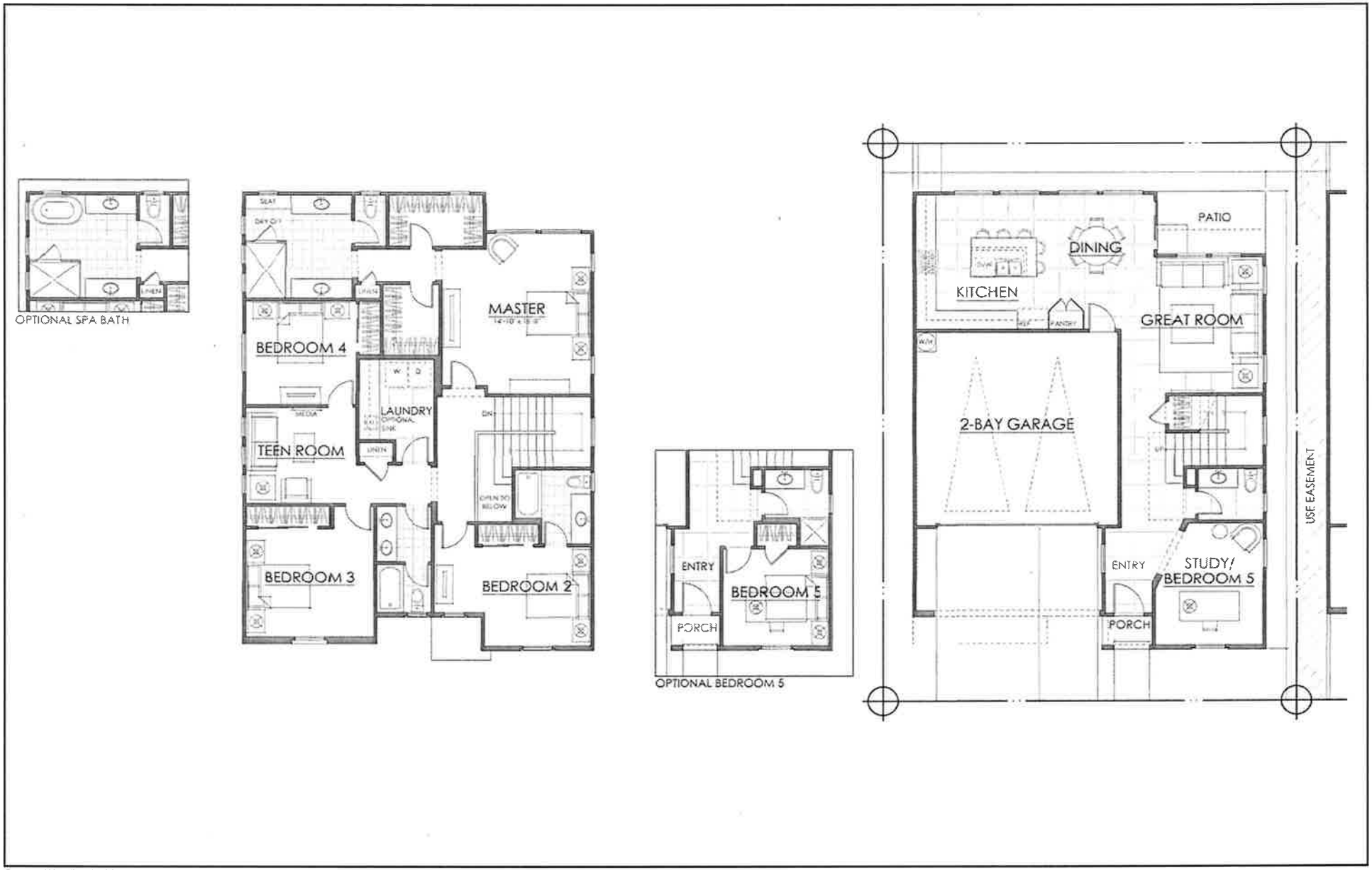
Michael Baker INTERNATIONAL

06/16 • JN 153149

929 BAKER STREET RESIDENTIAL
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Plan Layout Residence Two Option

Exhibit 2-4b



Source: Woodley Architectural Group, Inc.; dated November 20, 2015.

929 BAKER STREET RESIDENTIAL
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Plan Layout Residence Three Option

Michael Baker INTERNATIONAL

06/16 • JN 153149

Exhibit 2-4c

As part of the project, three existing street trees (Sweet Gum) would be removed. New landscaping features would include street trees (Festival Sweet Gum) along Baker Street at the project's eastern boundary, entry palms (Queen Palm), canopy trees (Tipu Tree) at the on-site park, and interior street trees (Australian Willow, Crape Myrtle, and Southern Magnolia). Shrubs/groundcover and turf would also be provided, as depicted on Exhibit 2-5, *Conceptual Landscape Plan*.

Other project features proposed to support on-site utilities and service systems include five bio-filtration basins along the west side of the primary street, as well as on-site utility pipelines connecting to the existing infrastructure in Baker Street. Proposed utility pipelines include new 8-inch water pipelines that would connect to an existing 6-inch water pipeline in Baker Street and 8-inch water pipeline in Post Road, new 18-inch storm drains that would connect to the proposed bio-filtration basins and then the existing 72-inch storm drain in Baker Street, and a new 8-inch sewer pipeline that would connect to the existing 8-inch sewer pipeline in Post Road. The project would also provide a 15-foot water easement located at the on-site park and would maintain the existing 6-foot overhead utility easement along the western project boundary and 13-foot roadway easement on the eastern project boundary. All other existing on-site easements would be abandoned.

PROJECT PHASING AND CONSTRUCTION

The project is proposed to be constructed in a single phase, with site demolition/grading anticipated to commence in August 2016 and the construction of the homes occurring in January 2017. Proposed demolition, grading, and construction activities are anticipated to last for approximately 24 months. The project proposes grading quantities of 2,014 cubic yards of cut materials and 7,953 cubic yards of fill materials.

SITE PLAN ALTERNATIVE

The project Applicant is considering the development of a Site Plan Alternative in order to provide additional guest parking spaces on-site; refer to Exhibit 2-6, *Site Plan Alternative*. The Site Plan Alternative would result in similar development as the proposed project with the exception of proposed guest parking spaces and reduced acreage of on-site park uses.

The Site Plan Alternative would result in the construction of 237 parking spaces provided on-site (an increase of 8 guest parking spaces compared to the proposed project). Of these 237 parking spaces, 112 spaces would be garage parking spaces, 112 spaces would be provided at private driveway spaces, and 13 guest spaces would be provided on-site.

In order to increase on-site guest parking spaces on-site, the Site Plan Alternative would result in a reduction of park uses on-site (from 0.11 acres proposed by the project, to 0.10 acres). This reduction of pervious surface on-site would also result in a decrease of open space area on-site from 40 percent (proposed by the project) to 39.5 percent. Implementation of the Site Plan Alternative would require a Variance, as this alternative does not meet the City Municipal requirement of 40 percent open space.

All other project features, including grading, proposed units, and infrastructure would remain similar to that described for the proposed project.

Source: Summers/Murphy & Partners Inc.; dated May 5, 2016.

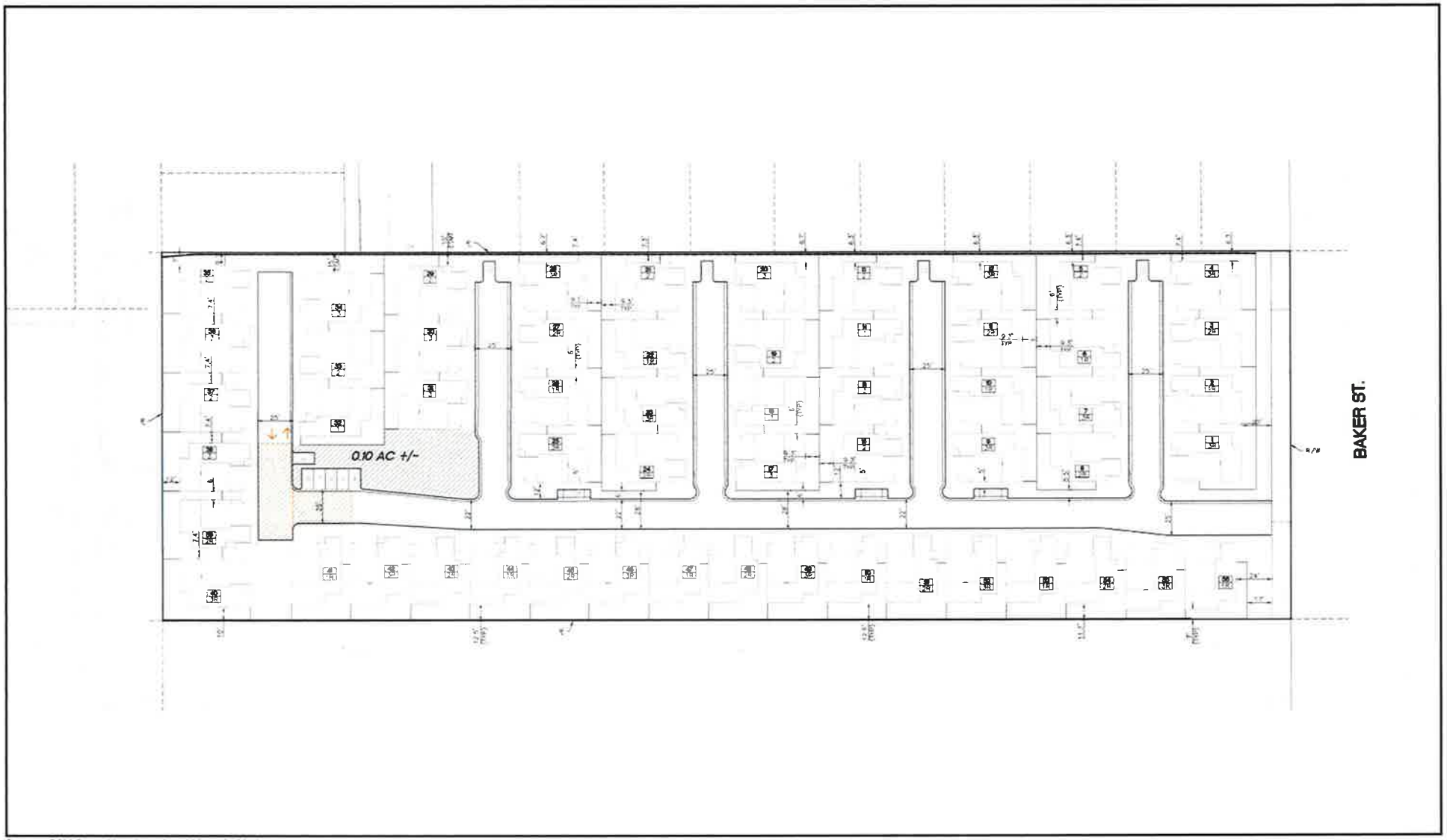
Michael Baker INTERNATIONAL

06/16 • JN 153149

929 BAKER STREET RESIDENTIAL
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Conceptual Landscape Plan

Exhibit 2-5



Source: C&V Consulting, Inc.; dated May 10, 2016.

Michael Baker INTERNATIONAL

06/16 • JN 153149

929 BAKER STREET RESIDENTIAL
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Site Plan Alternative

Exhibit 2-6

2.3 DISCRETIONARY ACTIONS

The City of Costa Mesa is the Lead Agency under CEQA and has discretionary authority over the proposed project. The project would be subject to various city permits and approvals, including, but not limited to:

- Certification of a Final Mitigated Negative Declaration (for both proposed project and Site Plan Alternative);
- Approval/Tentative Tract Map and Comprehensive Plan (for both proposed project and Site Plan Alternative);
- Administrative adjustment for distance between buildings (for both proposed project and Site Plan Alternative);
- Administrative adjustment along channel (for both proposed project and Site Plan Alternative); and
- Variance (for Site Plan Alternative only).

The project would also require administrative approvals from the City for issuance of grading, building, and occupancy permits as well as connection permits from utility providers for both proposed project and Site Plan Alternative.

3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1.	**Project Title:** 929 Baker Street Residential Project
2.	**Lead Agency Name and Address:** City of Costa Mesa 77 Fair Drive Costa Mesa, California 92628
3.	**Contact Person and Phone Number:** Mr. Mel Lee, AICP Senior Planner 714.754.5245
4.	**Project Location:** The project site is located within the northeastern portion of the City of Costa Mesa, south of Interstate 405, northwest of State Route 55, and west of State Route 73, in Orange County, California. The site is specifically located at 929 Baker Street.
5.	**Project Sponsor's Name and Address:** Mr. Alan Toffoli DeNova Homes 3 Hughes Parkway Irvine, California 92618
6.	**General Plan Designation:** The *City of Costa Mesa General Plan Land Use Map* designates the project site as Residential-Medium Density (9-12 units/acre).
7.	**Zoning:** The project site is zoned R2-MD (Multiple Family Residential District, Medium Density) per the *Costa Mesa Zoning Map*.
8.	**Description of the Project:** Refer to Section 2.2, *Proposed Project*.
9.	**Surrounding Land Uses and Setting:** The project site is surrounded by multi-family residential uses, public/institutional uses, and a water channel. Refer to Section 2.1, *Project Location and Setting*.
10.	**Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement):** Refer to Section 2.3, *Discretionary Actions*.

3.2 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" or "Potentially Significant Unless Mitigated" as indicated by the checklist on the following pages.

	Aesthetics		Land Use and Planning
	Agriculture and Forest Resources		Mineral Resources
✓	Air Quality	✓	Noise
	Biological Resources		Population and Housing
	Cultural Resources		Public Services
✓	Geology and Soils		Recreation
	Greenhouse Gas Emissions	✓	Transportation/Traffic
✓	Hazards and Hazardous Materials		Utilities and Service Systems
	Hydrology and Water Quality	✓	Mandatory Findings of Significance

3.3 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

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

I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 4.0 have been added. A MITIGATED NEGATIVE DECLARATION will be prepared. ✓

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

I find that the proposal MAY have a significant effect(s) 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ____

Signature	City of Costa Mesa Agency
Mel Lee, AICP Printed Name	June 6, 2016 Date

3.4 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, as amended, and used by the City of Costa Mesa in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- *No Impact*. The development will not have any measurable environmental impact on the environment.

- *Less Than Significant Impact*. The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.

- *Less Than Significant Impact With Mitigation Incorporated*. The development will have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.

- *Potentially Significant Impact*. The development could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation measures that could reduce potentially significant impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.

This page intentionally left blank.

4.0 ENVIRONMENTAL ANALYSIS

The following is a discussion of potential project and Site Plan Alternative impacts as identified in the Initial Study.

4.1 AESTHETICS

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

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

No Impact. The proposed project would not have a substantial adverse effect on a scenic view or vista. According to the General Plan, there are no officially designated scenic views or vistas within Costa Mesa. The project site is located with an urbanized area with no topographical features that create scenic view or vista opportunities. As such, the proposed project would not affect a scenic view or vista. No impacts to scenic vistas would result in this regard.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not cause a substantial adverse effect on a scenic vista. No impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

No Impact. There are no State scenic highways located near the project site or within the City.[1] Additionally, there are no specially designated trees (e.g., heritage trees), rock outcroppings, or

[1] California Department of Transportation website, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed April 20, 2016.

historic buildings located on the project site. Therefore, project implementation would not damage scenic resources within a State scenic highway. No impact would result.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. No impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact.

Short-Term Construction

Construction activities would be completed in a single phase, in multiple construction stages, over approximately 24 months. During this time construction activities would be visible from neighboring residents, motorists, bicyclists, pedestrians, and the Newport Mesa School District property to the east. Impacts in this regard would be temporary in nature and would cease upon completion. Therefore, it is concluded that short-term project construction would not substantially degrade the existing visual character or quality of the site and its surroundings.

Long-Term Operations

The existing visual character of the project site is signified by a developed self-storage facility with impervious surfaces and nominal vegetation. The surrounding area is characterized by developed land comprised of residential, commercial, office, and light industrial uses. While the proposed project would alter the existing visual character of the site by replacing a self-storage facility with a residential development, it would not substantially degrade the visual character of the site or its surroundings. The project would be consistent with the maximum building height (27 feet) allowed by the City of Costa Mesa Municipal Code (Municipal Code). Additionally, the Municipal Code has established development standards that would ensure that the proposed project would be compatible with surrounding uses. Specifically, the proposed project would be articulated through appropriate landscape setbacks, landscape character, roof projections, and building heights, as well as variations in building materials and colors, visually reducing the mass and height of the buildings. It is noted that the proposed distance between certain on-site residential structures would be six feet; however, the Municipal Code requires a minimum of 10 feet between main buildings. Therefore, the project Applicant is requesting an Administrative Adjustment to accommodate a 6-foot building to building setback. Development of the site would be subject to the City's discretionary review process, including review of development plans and discretionary permits, to ensure the project is consistent with General Plan policies as well as the Municipal Code.

The character of the area would be enhanced through the architectural design, including modern Spanish style, plantation style, and modern farmhouse style homes, as well as ornamental

landscaping. Additionally, the project would be separated from the existing residences, office uses (Newport Mesa School District), and Baker Street by a five- to six-foot masonry wall around the entire perimeter of the project site. Street level views from Baker Street would consist of landscape treatments, the proposed perimeter wall, and the project entrance. Landscaping improvements would include the removal of three existing street trees (Sweet Gum) along Baker Street and replacing them with Festival Sweet Gum street trees, entry palms (Queen Palm) along the northern project boundary, and interior street trees (Australian Willow, Crape Myrtle, and Southern Magnolia). As the project would be subject to design review by the City, and would include aesthetic/architectural treatments (various architectural styles and colors, ornamental landscaping, etc.), the existing visual character or quality of the site and its surroundings would not be substantially degraded. Impacts would be less than significant in this regard.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction impacts and operations as the proposed project, less than significant impacts would result (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. There are two primary sources of light: light emanating from building interiors that pass through windows, and light from exterior sources (e.g., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting). Depending upon the location of the light source and its proximity to adjacent light sensitive uses, light introduction can be a nuisance, affecting adjacent areas and diminishing the view of the clear night sky.

The proposed project is located within a developed area of the City. Currently, nighttime lighting from the existing self-storage facility (i.e., security lighting) is being emitted from the project site. Areas surrounding the project site are urbanized and contain various sources of light and glare as a result of residential, institutional, and commercial uses and associated parking lots. Specifically, light and glare in the project area is generated from the light emanating from building interiors and light from exterior sources (i.e., street lighting and security lighting) associated with the adjacent properties. Light and glare caused by car headlights entering and exiting the project site at the existing driveways along Baker Street are currently being emitted as well.

The proposed project is not anticipated to require nighttime construction. Thus, no nighttime lighting would be required. Upon construction of the proposed project, sources of lighting would be similar to the existing condition. The project would include exterior lighting at the residential structures similar to the existing security lighting, and lighting from vehicle headlights at the proposed entrance along Baker Street would be similar to the ingress/egress under the existing condition. It is noted that the project would include a single entrance to the project site in comparison to the existing two ingress/egress locations at the current self-storage facility. In addition, a five- to six-foot perimeter wall and landscaping throughout the development would reduce the potential from off-site light sources such as automobile headlights. The conversion of

the existing self-storage facility to residential land uses would not add substantial light sources to what currently exists in the project site vicinity.

The types of land uses that are typically sensitive to excess light and glare include residential uses, hospitals, senior housing, and other types of uses where excessive light may disrupt sleep. The light sensitive receptors nearest the project site are the adjoining residential uses to the west. The proposed residential homes would create new lighting sources from new residential building interiors and exterior sources (e.g., building illumination, security lighting, etc.). However, lighting associated with the proposed project is not anticipated to result in substantial impacts to these uses, as nighttime illumination currently exists on-site as a result of the self-storage facility, and the project would result in similar lighting conditions as both the existing and surrounding lighting. Further, the proposed project would be subject to the requirements of the City's Guidelines regarding lighting, including the standards of the Municipal Code and Standard Condition 4.1-1. Standard Condition 4.1-1 requires preparation of a Lighting Plan and Photometric Study to demonstrate that the project's lighting meets minimum security lighting requirements, and reduces lighting/glare to nearby residents. Compliance with the Municipal Code standards and Standard Condition 4.1-1 would ensure that any light spillover impacts on residential uses on the project vicinity are less than significant.

Site Plan Alternative

As the Site Plan Alternative would result in the same operational lighting, and the Site Plan Alternative would be required to comply with Standard Condition 4.1-1, a less than significant impact would result (similar to the proposed project).

Standard Conditions:

SC 4.1.1 Prior to the issuance of Building Permits, the project Applicant shall submit a Lighting Plan and Photometric Study for the approval of the City's Development Services Department. The Lighting Plan shall demonstrate compliance with the following:

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

Mitigation Measures: No mitigation is required.

4.2 AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In Determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided by the California Air Resources Board. Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 122220(g)), timberland as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?				✓

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

No Impact. The project site has historically been used for agricultural purposes from at least 1938 until the 1960's.[1] However, the site has since been developed with institutional uses until 1986, at which time the project site was converted into a self-storage facility. Further, the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[2] Implementation of the proposed project would replace the existing self-storage

[1] Bureau Veritas North America, Inc., *Phase I Environmental Site Assessment,* September 8, 2015.
[2] California Department of Conservation, *Farmland Mapping and Monitoring Program, California Important Farmland Finder*, http://maps.conservation.ca.gov/ciff/, accessed on May 2, 2016.

facility with the proposed residential development. Thus, the project would not convert prime farmland, unique farmland, or farmland of statewide importance to non-agricultural uses, and no impact would occur in this regard.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not convert prime farmland, unique farmland, or farmland of statewide importance to non-agricultural uses. No impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project site is zoned as R2-MD (Multiple-Family Residential District, Medium Density) per the *Costa Mesa Zoning Map*. According to the General Plan EIR, the existing zoning does not include any agricultural-related zoning designations. The project site is not a part of a Williamson Act contract.[3] Additionally, the land uses surrounding the project area are not zoned for agricultural uses or in a Williamson Act contract. Therefore, project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract, and no impact would occur in this regard.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 122220(g)), timberland as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

No Impact. The project site is not occupied by or used for forest land or timberland purposes and is not zoned Timberland Production. Further, project implementation would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. Therefore, no impact to forest land or timberland would occur as a result of the proposed project.

[3] Department of Conservation, *Agricultural Preserves 2004 Williamson Act Parcels Orange County, California,* 2004.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. No impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project site is not occupied by or used for forest land. Therefore, no impact to forest land would occur as a result of the proposed project.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not occupy or be used for forest land. No impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.2(a) through 4.2(d). As the project site occurs within a developed area, implementation of the proposed project would not result in the conversion of designated farmland or forest land to non-agricultural/non-forest land use and no impacts would occur in this regard.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not result in the conversion of designated farmland or forest land to non-agricultural/non-forest land use. No impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

This page intentionally left blank.

4.3 AIR QUALITY

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

a) *Conflict with or obstruct implementation of the applicable Air Quality Management Plan or Congestion Management Plan?*

Less Than Significant Impact. The proposed project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). On December 7, 2012, the SCAQMD Governing Board approved the *2012 Air Quality Management Plan* (2012 AQMP), which outlines its strategies for meeting the National Ambient Air Quality Standards (NAAQS) for fine particulate matter ($PM_{2.5}$) and ozone (O_3). According to the SCAQMD's 2012 AQMP, two main criteria must be addressed.

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations, rather than to total regional emissions, an analysis of a project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response 4.3(d), below, localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_X), and fugitive dust (PM_{10} and $PM_{2.5}$) would be less than significant during project operations. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations. Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient

standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

b) *Would the project cause or contribute to new air quality violations?*

As discussed in Response 4.3(b), operations of the proposed project would result in emissions that would be below the SCAQMD operational thresholds. Therefore, the proposed project would not have the potential to cause or affect a violation of the ambient air quality standards.

c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

The proposed project would result in less than significant impacts with regard to localized concentrations during project operations. As such, the proposed project would not delay the timely attainment of air quality standards or 2012 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Government's (SCAG) air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2012 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2012 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

In the case of the 2012 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the *City of Costa Mesa 2000 General Plan* (General Plan), SCAG's *Growth Management* Chapter of the *Regional Comprehensive Plan* (RCP), and SCAG's *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). The RTP/SCS also provides socioeconomic forecast projections of regional population growth. The project site is designated as Medium Density Residential in the General Plan (9-12 units/acre), and is zoned R2-MD (Multiple-Family Residential District, Medium Density) in the City's Zoning Code. The proposed project consists of constructing 56 detached single-family homes on the 4.71 acre site, which would result in a density of 11.89 units/acre. Therefore, the proposed project's density would be consistent with the General Plan, and is considered consistent with the City's Zoning Code. Thus, the proposed project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RCP. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City; these are used by SCAG in all phases of implementation and review. Additionally, as the SCAQMD has incorporated these same

projections into the 2012 AQMP, it can be concluded that the proposed project would be consistent with the projections.

b) *Would the project implement all feasible air quality mitigation measures?*

Compliance with all feasible emission reduction measures identified by the SCAQMD would be required as identified in Response 4.3(b). As such, the proposed project would meet this 2012 AQMP consistency criterion.

c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

As noted above, air pollutant emissions area primarily based on land use and population projections form the General Plan, as well as the SCAG RCP and RTP/SCS. As discussed above, the project is consistent with the City's General Plan and Zoning Code designations. The proposed project is located within a developed portion of the City, and is considered to be an infill development in the vicinity of a mix of residential, commercial, industrial, and institutional uses.

In conclusion, the determination of 2012 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Also, the proposed project would be consistent with the goals and policies of the AQMP for control of fugitive dust. As discussed above, the proposed project would also be consistent with SCAQMD and SCAG's goals and policies and is considered consistent with the 2012 AQMP.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction impacts and operations as the proposed project, less than significant impacts would result (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated.

Short-Term Emissions

Construction related activities would generate short-term air quality impacts. Construction activities are anticipated to last for approximately 24 months. Grading activities would require approximately 2,014 cubic yards of cut materials and 7,953 cubic yards of fill materials. Construction equipment would include tractors, dozers, graders, water trucks, excavators, backhoes, pavers, rollers, loaders, and trenchers. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use,

site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. Refer to Appendix 8.1, *Air Quality/Greenhouse Gas Data*, for the CalEEMod modeling outputs and results. Table 4.3-1, *Construction Related Emissions*, presents the anticipated daily short-term construction emissions.

Table 4.3-1
Construction Related Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 1						
Unmitigated Emissions	4.76	53.73	40.04	0.07	10.00	5.89
Mitigated Emissions[2,3]	4.76	53.73	40.04	0.07	5.70	3.72
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Is Threshold Exceeded After Mitigation?	***No***	***No***	***No***	***No***	***No***	***No***
Year 2						
Unmitigated Emissions	13.42	29.18	21.83	0.03	2.27	1.94
Mitigated Emissions[2,3]	13.42	29.18	21.83	0.03	2.20	1.92
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Is Threshold Exceeded After Mitigation?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod, as recommended by the SCAQMD.
2. As depicted in this table, the mitigation reduction credits for the proposed project are negligible. However, compliance with SCAQMD rules would still be required. The reduction/credits for construction emission mitigations are based on mitigation included in the CalEEMod model and as typically required by the SCAQMD through Rule 403. The mitigation includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.
3. Refer to Appendix 8.1, *Air Quality/Greenhouse Gas Data*, for assumptions used in this analysis.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation, and construction is expected to be short-term and would cease upon project completion. Additionally, most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} (particulate matter smaller than 10 microns) generated as a part of fugitive dust emissions. PM_{10} poses a serious health hazard alone or in combination with other pollutants. Fine Particulate Matter ($PM_{2.5}$) is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground

or road surfaces by wind and human activities such as construction or agriculture. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and sulfur oxides (SO_X) combining with ammonia. $PM_{2.5}$ components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

Standard Condition 4.3-1 would require dust control techniques (i.e., daily watering), limitations on construction hours, and adherence to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.), to reduce PM_{10} and $PM_{2.5}$ concentrations. As depicted in Table 4.3-1, total PM_{10} and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds during construction. Therefore, impacts would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in Table 4.3-1, construction equipment and worker vehicle exhaust emissions would be below the established SCAQMD thresholds. Therefore, air quality impacts from equipment and vehicle exhaust emissions would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. As required, all architectural coatings for the proposed structures would comply with SCAQMD Regulation XI, Rule 1113 – *Architectural Coating*.[1] Rule 1113 provides specifications on painting practices as well as regulates the ROG content of paint. In addition to Rule 1113, Mitigation Measure AQ-1 requires the use of high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent and using pre-painted construction materials. Mitigation Measure AQ-1 also limits the ROG/VOC content of architectural coatings (paints) to 50 grams per liter or less. Compliance with Mitigation Measure AQ-1 would ensure that emissions would be at less than significant levels.

Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by state, federal, and international agencies and was identified as a toxic air contaminant by the California Air Resources Board (CARB) in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be

[1] South Coast Air Quality Management District, *Rule 1113, Architectural Coatings*, http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf.

released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the project area. Thus, there would be no impact in this regard.

Total Daily Construction Emissions

In accordance with the SCAQMD Guidelines, CalEEMod was utilized to model construction emissions for ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. CalEEMod allows the user to input mitigation measures such as watering the construction area to limit fugitive dust. Mitigation measures that were input into CalEEMod allow for certain reduction credits and result in a decrease of pollutant emissions. Reduction credits are based upon studies developed by CARB, SCAQMD, and other air quality management districts throughout California, and were programmed within CalEEMod. As indicated in Table 4.3-1, impacts would be less than significant for all criteria pollutants during construction. Implementation of standard SCAQMD measures (required by Standard Condition 4.3-1 and Mitigation Measure AQ-1) would further reduce these emissions. Thus, construction related air emissions would be less than significant.

Long-Term Emissions

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

According to the *De Nova Homes Baker Street Residential Project Traffic Impact Analysis* (Traffic Impact Analysis), prepared by Transpo Group, dated January 2016 (provided in Appendix 8.6, *Traffic Impact Analysis*), the proposed project would generate an approximate net increase of 366 daily trips. Table 4.3-2, *Long-Term Operational Air Emissions*, presents the anticipated mobile source emissions. As shown in Table 4.3-2, unmitigated emissions generated by vehicle traffic associated with the proposed project would not exceed established SCAQMD thresholds. Impacts from mobile source air emissions would be less than significant.

Area Source Emissions

Area source emissions would be generated due to an increased demand for natural gas associated with the development of the proposed project. The primary use of natural gas producing area source emissions by the project would be for consumer products, architectural coating, and landscaping. As shown in Table 4.3-2, area source emissions from the proposed project would not exceed SCAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$. It is noted that the project would be prohibited to include wood burning devices, in compliance with SCAQMD Rule 445 (refer to Standard Condition 4.3-2).

Table 4.3-2
Long-Term Operational Air Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Existing Emissions[2]						
Mobile Emissions	1.72	4.89	21.50	0.06	4.29	1.19
Area Source Emissions	1.70	0.00	0.01	0.00	0.00	0.00
Energy Emissions	0.04	0.38	0.32	0.00	0.03	0.03
Total Existing Emissions[3]	***3.46***	***5.27***	***21.83***	***0.06***	***4.32***	***1.22***
Proposed Emissions[2]						
Mobile Emissions	1.84	4.53	20.31	0.05	4.14	1.14
Area Source Emissions	17.03	0.43	32.81	0.05	4.30	4.30
Energy Emissions	0.05	0.41	0.17	0.00	0.03	0.03
Total Proposed Emissions[3]	***18.92***	***5.37***	***53.29***	***0.1***	***8.47***	***5.47***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Net Increase Over Existing Emissions[3]	***15.46***	***0.10***	***31.91***	***0.09***	***4.15***	***4.25***
Is Threshold Exceeded? (Significant Impact?)	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Based on CalEEMod modeling results, worst-case seasonal emissions for area and mobile emissions have been modeled.
2. Refer to Appendix 8.1, *Air Quality/Greenhouse Gas Data*, for assumptions used in this analysis.
3. The numbers may be slightly off due to rounding.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas (non-hearth) usage associated with the proposed project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in Table 4.3-2, energy source emissions from the proposed project would not exceed SCAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$. It is noted that the project would be required to comply with Title 24 of the California Code of Regulations with regard to energy conservation standards, and included double paned glass or window treatments (see Standard Condition 4.3-3).

Site Plan Alternative

As the Site Plan Alternative would result in the same construction and operational air quality emissions as the proposed project, less than significant impacts would result with implementation of the recommended Mitigation Measure AQ-1 and Standard Condition 4.3-1 through Standard Condition 4.3-4 (similar to the proposed project).

Standard Conditions:

SC 4.3-1 All construction contractors shall comply with South Coast Air Quality Management District (SCAQMD) regulations, including Rule 403, Fugitive Dust. All grading (regardless of acreage) shall apply best available control measures for fugitive dust in accordance with Rule 403. To ensure that the project is in full compliance with

applicable SCAQMD dust regulations and that there is no nuisance impact off the site, the contractor would implement each of the following:

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

SC 4.3-2 SCAQMD Rule 445 prohibits permanently installed wood burning devices into any new development. A wood burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or a similarly enclosed, aesthetic or space heating purposes, which has a heat input of less than one million British thermal units per hour.

SC 4.3-3 The project shall comply with Title 24 of the California Code of Regulations established by the energy conservation standards. The project Applicant shall incorporate the following in building plans:

- Double paned glass or window treatment for energy conservation shall be used in all exterior windows;
- Buildings shall be oriented north/south where feasible.

SC 4.3-4 The Applicant shall contact the South Coast Air Quality Management District (SCAQMD) at (800) 288-7664 for potential additional conditions of development or for additional permits required by the SCAQMD.

Mitigation Measures:

AQ-1 The following measures shall be implemented by the contractor to reduce ROG emissions resulting from application of architectural coatings:

- Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent;
- Use pre-painted construction materials; and
- VOC content of architectural coatings shall not exceed 50 grams per liter.

c) ***Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is nonattainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?***

Less Than Significant Impact With Mitigation Incorporated. With respect to the proposed project's construction-related air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the 2012 AQMP pursuant to Federal Clean Air Act (FCAA) mandates. As such, the proposed project would comply with SCAQMD Rule 403 requirements, and implement all feasible mitigation measures (see Standard Condition 4.3-1 and Mitigation Measure AQ-1). Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed project. In addition, the proposed project would comply with adopted 2012 AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted 2012 AQMP emissions control measures) would also be imposed on construction projects throughout the Basin, which would include related projects.

As discussed previously, the proposed project would not result in long-term air quality impacts, as emissions would not exceed the SCAQMD adopted operational thresholds. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the proposed project would be less than significant.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction and operational air quality emissions impacts as the proposed project, less than significant impacts would result with implementation of the recommended Mitigation Measure AQ-1 and Standard Condition 4.3-1 through Standard Condition 4.3-3 (similar to the proposed project).

Standard Conditions: Refer to SC 4.3-1 through SC 4.3-3.

Mitigation Measures: Refer to Mitigation Measures AQ-1.

d) *Expose sensitive receptors to substantial pollutant concentrations?*

Less Than Significant Impact With Mitigation Incorporated. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The closest existing sensitive receptors include residential uses located approximately 125 feet to the north, 380 feet to the southeast, 90 feet to the south, and adjoining residential uses to the west of the project site. Two schools are also located in the vicinity of the project site, Saint John Baptist School (approximately 345 feet to the west), and Sonora Elementary School (adjoining to the south). In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction and operations impacts (area sources only). The CO hotspot analysis following the LST analysis addresses localized mobile source impacts.

Localized Significance Thresholds

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST screening lookup tables for one, two, and five acre projects emitting CO, NO_X, $PM_{2.5}$, or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The project is located within Sensitive Receptor Area (SRA) 18, North Coastal Orange County.

Construction

Based on the SCAQMD guidance on applying CalEEMod to LSTs, the project would disturb approximately 4.71 acres of land per day. Therefore, the LST thresholds for two acres were conservatively utilized for the construction LST analysis. As the nearest sensitive uses are adjacent to the project site, the LST value for 25 meters was utilized, as this is the most conservative option the methodology allows. Table 4.3-3, *Localized Significance of Construction Emissions*, shows the localized unmitigated and mitigated construction-related emissions. It is noted that the localized emissions presented in Table 4.3-3 are less than those in Table 4.3-1 because localized emissions include only on-site emissions (i.e., from construction equipment and fugitive dust), and do not include off-site emissions (i.e., from hauling activities). As seen in Table 4.3-3, the unmitigated and mitigated on-site emissions would not exceed the LSTs for SRA 18.

Table 4.3-3
Localized Significance of Construction Emissions

Source	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Year 1				
Total Mitigated On-Site Emissions[1,2]	45.66	35.03	4.60	3.27
Localized Significance Threshold[3]	131	962	7	5
Thresholds Exceeded?	***No***	***No***	***No***	***No***
Year 2				
Total Mitigated On-Site Emissions[3]	26.41	18.13	1.78	1.67
Localized Significance Threshold[3]	131	962	7	5
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Notes:
1. For construction Year 1, the demolition phase emissions are presented as the worst case scenario for NO_x and CO.
2. For construction Year 1, the grading phase emissions are presented as the worst case scenario for PM_{10} and $PM_{2.5}$.
3. For construction Year 2, the building construction phase emissions are presented as the worst case scenario.
4. The Localized Significance Threshold was determined using Appendix C of the SCAQMD *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately 4.71 acres; therefore the 2-acre threshold was used), the distance to sensitive receptors, and the source receptor area (SRA 18).

Operations

As seen in Table 4.3-4, *Localized Significance of Operational Emissions*, project-related mitigated operational area source emissions would be negligible and would be below the LSTs. Modeled area source emissions include the natural gas burning fireplaces (see Standard Condition 4.3-2) and exclude the use of wood burning fireplaces per SCAQMD Rule 445. Therefore, operational LST impacts would be less than significant in this regard.

Table 4.3-4
Localized Significance of Operational Emissions

Source	Pollutant (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Operational				
Mitigated Area Source Emissions	0.05	4.67	0.09	0.09
Localized Significance Threshold[1]	131	962	2	2
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Notes:
1. The Localized Significance Threshold was determined using Appendix C of the SCAQMD *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the total acreage for operational (the 2-acre threshold was used), the distance to sensitive receptors, and the source receptor area (SRA 18).

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The SCAQMD requires a quantified assessment of CO hotspots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service LOS D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. On-road mobile source CO emissions have declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997 while vehicle miles traveled increased 18 percent in the 1990s. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the *Federal Attainment Plan for Carbon Monoxide* (CO Plan) for the SCAQMD's 2003 Air Quality Management Plan. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin, and would likely experience the highest CO concentrations. Thus, CO analysis within the CO Plan is utilized in a comparison to the proposed project, since it represents a worst-case scenario with heavy traffic volumes within the Basin.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hr CO Federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any intersections within the City of Costa Mesa near the project site due to the low volume of traffic (an approximate net increase of 366 daily trips) that would occur as a result of project implementation. Therefore, impacts would be less than significant in this regard.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction and operational air quality emissions impacts as the proposed project, less than significant impacts would result with implementation of the recommended Mitigation Measure AQ-1 and Standard Condition 4.3-1 through Standard Condition 4.3-3 (similar to the proposed project).

Standard Conditions: Refer to SC 4.3-1 through SC 4.3-3.

Mitigation Measures: Refer to Mitigation Measure AQ-1.

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

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activity associated with the project may generate detectable odors from heavy-duty equipment exhaust. Construction related odors would be short-term in nature and cease upon project completion. Any impacts to existing adjacent land uses would be short-term, as previously noted, and are considered less than significant given the project size.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not create objectionable odors affecting a substantial number of people. A less than significant impact would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

This page intentionally left blank.

4.4 BIOLOGICAL RESOURCES

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

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

No Impact. The project site is fully developed and located within an urbanized area. The project involves the demolition of the existing self-storage facility and the construction of a proposed residential development. No endangered, rare, threatened, or special status plant species (or associated habitats) or wildlife species designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), or California Native Plant Society (CNPS) are known to occur on-site.

Red imported fire ants are both a nuisance and threat to area agriculture and wildlife. In the event they are present on the site, they could spread to other areas and become a concern. Any potential threat from these species would be addressed through Standard Condition 4.4-1.

Project implementation would not result in a substantial adverse effect, either directly or through habitat modifications, on any sensitive species. No impact would result in this regard.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species. In addition, the Site Plan Alternative would be required to comply with Standard Condition 4.4-1. No impacts would result in this regard.

Standard Conditions:

SC 4.4-1 The Applicant shall comply with the requirements of the California Department of Food and Agriculture (CDFA) to determine if red imported fire ants exist on the project site prior to any soil movement or excavation. Call CDFA at (714) 708-1910 for information.

Mitigation Measures: No mitigation measures are required.

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 Game or U.S. Fish and Wildlife Service?***

No Impact. There is no riparian habitat or other sensitive natural communities present on the project site. Project implementation would not significantly impact any riparian habitat or other sensitive natural community.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

No Impact. There are no federally protected wetlands present on the project site. Project implementation would not impact federally protected wetlands through direct removal, filling, hydrological interruption, or other means.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, costal, etc.) through direct removal, filling, hydrological interruption, or other means. No impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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?***

No Impact. No identified wildlife corridors or native wildlife nurseries occur within the boundaries of the project site. As noted above, the project site is fully urbanized and occupied by a self-storage facility. In addition, the project site is surrounded by developed uses to the north, east, and west, and the Paularino Channel is located to the south; therefore, the site does not function as a wildlife movement corridor. Project implementation would not 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.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not 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. No impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project site contains nominal ornamental landscaping, but does not contain any protected biological resources or tree species that are considered sensitive. Project implementation would include the removal of three existing street trees (Sweet Gum); however, the proposed landscaping would include replacing these street trees (with Festival Sweet Gum), entry Palms (Queen Palm), canopy trees (Tipu Tree) at the on-site park, and interior street trees (Australian Willow, Crape Myrtle, and Southern Magnolia); refer to Exhibit 2-5, *Conceptual Landscape Plan*. Further, the City does not have any tree-protection ordinances for trees on private property. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance. No impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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?***

Less Than Significant Impact. The City of Costa Mesa is located within the jurisdiction of the *County of Orange Central and Coastal Subregion Natural Community Conservation Plan and Habitat Conservation Plan* (Orange County Central and Coastal NCCP/HCP), dated July 17, 1996.[1] However, the project site is not designated as a Reserve, Conservation Easement, Non-Reserve Open Space, or Special Linkage.[2] Therefore, the proposed project would not conflict with the provisions of the Orange County Central and Coastal NCCP/HCP. No impacts would occur in this regard.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. A less than significant impact would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

[1] County of Orange, *Natural Community Conservation Plan & Habitat Conservation Plan, County of Orange Central & Coastal Subregion, Parts I & II: NCCP/HCP*, http://occonservation.wpengine.com/wp-content/uploads/2015/04/NCCP-Parts-I-II-Plan.pdf, accessed May 9, 2016.

[2] Data Basin, *Orange County Central Coastal NCCP/HCP*, https://databasin.org/datasets/ed49d8389c2349f2a0c9e56cfc7c48ef, accessed May 9, 2016.

4.5 CULTURAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?				✓
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?			✓	
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d. Disturb any human remains, including those interred outside of formal cemeteries?			✓	

a) *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?*

No Impact. The proposed project would not result in a substantial adverse change in the significance of a historical resource. The proposed project would demolish the existing structure and construct the proposed 56 detached single-family homes. The existing on-site structure is not associated with significant events, important persons, or distinctive characteristics of a type, period, or method of construction; representing the work of an important creative individual; and does not possess high artistic values. Thus, project implementation would not cause a substantial adverse change in the significance of a historical resource and no impacts would occur in this regard.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. No impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?*

Less Than Significant Impact. The project site exists within a highly developed area and has been completely disturbed as a result of the development of the existing self-storage facility. Although it is not expected that archaeological resources would be encountered during construction due to previous disturbance at the site, the project would require some excavation. As such, Standard Condition 4.5-1 is required in the unlikely event that such resources are discovered during the grading and excavation process and trenching activities. Upon

implementation of Standard Condition 4.5-1, impacts would be reduced to less than significant levels.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction impacts as the proposed project, less than significant impacts would result (similar to the proposed project) with implementation of Standard Condition 4.5-1.

Standard Conditions:

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

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. As noted above, the site exists within a highly developed area and the project site has been completely disturbed as a result of the existing on-site self-storage facility. Although it is not expected that paleontological resources would be encountered during construction, the project would require excavation and trenching that could unearth undocumented subsurface paleontological resources. As such, Standard Condition 4.5-2 is required in the unlikely event that such resources are discovered during the grading and excavation process. Upon implementation of Standard Condition 4.5-2, impacts would be reduced to less than significant levels.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction impacts as the proposed project, less than significant impacts would result (similar to the proposed project) with implementation of Standard Condition 4.5-2.

Standard Conditions:

SC 4.5-2 In the event that paleontological resources are encountered during grading and construction operations, all construction activities shall be temporarily halted or redirected to permit a qualified paleontologist to assess the find for significance and, if necessary, develop a paleontological resources impact mitigation plan (PRIMP) for the review and approval by the City prior to resuming excavation activities.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Given the fully developed condition of the site, the potential for project implementation to disturb any human remains is remote. Additionally, no conditions exist that suggest human remains are likely to be found on the project site. Human remains, including those interred outside of formal cemeteries, are not anticipated to be encountered during earth removal or disturbance activities. However, if human remains are found, those remains would be required to conduct proper treatment, in accordance with applicable laws (see Standard Condition 4.5-3 below). State of California Public Resources Health and Safety Code Sections 7050.5 to 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission (NAHC) and consultation with the individual identified by the NAHC to be the "most likely descendant." If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains until the County coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains (refer to Standard Condition 4.5-3). Following compliance with existing State regulations, which detail the appropriate actions necessary in the event human remains are encountered, impacts in this regard would be reduced to less than significant levels.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction impacts as the proposed project, less than significant impacts would result (similar to the proposed project) with compliance with State laws and implementation of Standard Condition 4.5-3.

Standard Conditions:

SC 4.5-3 If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Mitigation Measures: No mitigation measures are required.

This page intentionally left blank.

4.6 GEOLOGY AND SOILS

Would the Project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) 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.				✓
2) Strong seismic ground shaking?		✓		
3) Seismic-related ground failure, including liquefaction?		✓		
4) Landslides?				✓
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		✓		
d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?		✓		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				✓

This section is based upon the *Preliminary Subsurface Geotechnical Investigation for the Proposed Residential Development, 929 Baker Street, City of Costa Mesa, California* (Preliminary Geotechnical Evaluation) prepared by Alta California Geotechnical, Inc. (Alta), dated September 1, 2015; refer to Appendix 8.2, *Preliminary Geotechnical Evaluation*.

a) ***Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:***

1) ***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.***

No Impact. Southern California, including the project area, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have

experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone.

According to the Preliminary Geotechnical Evaluation, the project site is not located within an Alquist-Priolo Earthquake Fault Zone and no faults were identified on the site by Alta during their site evaluation. As such, the possibility of damage due to ground rupture is considered low, as no active faults are known to cross the site. No impacts would occur in this regard.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative 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, 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. No impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

2) Strong seismic ground shaking?

Less Than Significant Impact With Mitigation Incorporated. Southern California has numerous active seismic faults subjecting residents to potential earthquake and seismic-related hazards. Seismic activity poses two types of potential hazards for residents and structures, categorized either as primary or secondary hazards. Primary hazards include ground rupture, ground shaking, ground displacement, subsidence, and uplift from earth movement. Primary hazards can also induce secondary hazards such as ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves (seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires.

As stated above in Response 4.6(a), no faults (active, potentially active, or inactive) are known to exist in the site vicinity. However, secondary effects of seismic shaking resulting from large earthquakes on the major faults in the Southern California region may affect the project site. Secondary effects include ground lurching and shallow ground rupture, soil liquefaction, and dynamic settlement. The secondary effects of seismic shaking are a possibility throughout the Southern California region and are dependent on the distance between the site and causative fault and the onsite geology. According to the Preliminary Geotechnical Evaluation, the closest major active faults (within approximately 17 miles) that could produce these secondary effects include the San Joaquin, Newport-Inglewood, Puentes Hills, and the Elsinore Faults among others.

The main seismic hazard that may affect the site is from ground shaking from one of the active regional faults. The project site would likely experience strong seismic ground shaking during its design life. Given the proximity of major faults in the Southern California region to the project site, the proposed project could be subjected to seismic shaking, as are all habitable structures within the majority of Southern California. All building construction associated with the project would be subject to the City's existing construction ordinances and the California Building Code (CBC) in order to minimize hazards during a seismic event. The CBC includes standards related to soils and foundations, structural design, building materials, and structural testing and inspections.

Adherence to these building requirements and the recommendations within the Preliminary Geotechnical Evaluation (Standard Condition 4.6-14 and Mitigation Measure GEO-1) would minimize risks related to seismic shaking to a less than significant level.

Site Plan Alternative

As the Site Plan Alternative would be located at the same site as the proposed project, strong seismic ground shaking could result on-site under the Site Plan Alternative. However, the Site Plan Alternative would be required to comply with the City's existing construction ordinances and the CBC (refer to Standard Condition 4.3-1), and the recommendations of the Preliminary Geotechnical Evaluation (refer to Mitigation Measure GEO-1). As such, less than significant impacts would result (similar to the proposed project).

Standard Conditions:

SC 4.6-1 The Applicant shall comply with the requirements of the 2013 California Building Code, 2013 California Residential Code, 2013 California Electrical Code, 2013 California Mechanical Code, 2013 California Plumbing Code 2013 California Green Building Standards Code, and the 2013 California Energy Code (or the applicable adopted California Building Code, California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards, California Energy Code at the time of plan submittal or permit issuance), and California Code of Regulations also known as the California Building Standards Code, as amended by the City of Costa Mesa. Areas of alteration and additions shall comply with 2013 California Green Building Standards Code Sections 5.303.2 and 5.303.2.

Mitigation Measures:

GEO-1 Prior to issuance of a building permit, the Building Official shall ensure that final engineering plans meet the design parameters for seismic safety identified in the recommendations of the Preliminary Geotechnical Evaluation (Alta California Geotechnical, Inc., *Preliminary Subsurface Geotechnical Investigation for the Proposed Residential Development, 929 Baker Street, City of Costa Mesa, California,* dated September 1, 2015) shall be stipulated in the construction contracts, grading plans, and specifications. All grading activities shall be conducted under the observation and testing of the project geotechnical consultant in accordance with the recommendations of the Preliminary Geotechnical Evaluation and the City of Costa Mesa criteria.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact With Mitigation Incorporated. Seismic agitation of relatively loose saturated sands, silty sands, and some silts can result in a buildup of pore pressure. If the pore pressure exceeds the overburden stresses, a temporary quick condition known as liquefaction can occur. Liquefaction effects can manifest in several ways including: 1) loss of bearing; 2) lateral spread; 3) dynamic settlement; and 4) flow failure. Lateral spreading has typically been the most damaging mode of failure.

In general, the more recent that a sediment has been deposited, the more likely it is susceptible to liquefaction. Other factors that must be considered are: groundwater, confining stresses, relative density, and the intensity and duration of seismically-induced ground shaking. According to the Preliminary Geotechnical Evaluation, groundwater was not encountered during the subsurface investigation to a depth of 31 feet. Historic high groundwater is at a depth of 30 feet below existing grade. Based on the density and fine-grained nature of the very old marine deposit, the potential for liquefaction at the project site is considered to be low. In addition, as noted in Response 4.6(a)(2), the CBC includes requirements for soils and foundations, structural design, building materials, and structural testing and inspections. These requirements minimize the potential for hazards related to liquefiable soils. Standard Condition 4.6-1 and Mitigation Measure GEO-1 require the project to comply with the recommendations within the Preliminary Geotechnical Evaluation and CBC. As such, a less than significant impact would occur in this regard.

Site Plan Alternative

As the Site Plan Alternative would be located at the same site as the proposed project, the potential for seismic-related ground failure, including liquefaction would be considered low. In addition, compliance with Standard Condition 4.6-1 and Mitigation Measure GEO-1 would minimize impacts related to seismic-related ground failure, including liquefaction, to a less than significant level (similar to the proposed project).

Standard Conditions: Refer to SC 4.6-1.

Mitigation Measures: Refer to Mitigation Measure GEO-1.

4) Landslides?

No Impact. The project site and surrounding topography is generally flat, making the possibility for landslides extremely remote. Consequently, there is no potential for landslides to occur on or near the proposed project site as a result of the proposed project. Therefore, there would be no impact associated with the exposure of people or structures to potential substantial adverse effects involving landslides.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The primary concern in regards to soil erosion or loss of topsoil would be during the construction phase of the project. Grading and earthwork activities associated with project construction activities would expose soils to potential short-term erosion by wind and water. All demolition and construction activities within the City would be subject to

compliance with the CBC. In addition, construction of the proposed project would be required to comply with water quality measures included in Section 8-32, *Water Quality*, of the Municipal Code, and requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities; refer to Response 4.9(a). Section 8-32 of the Municipal Code includes conditions and requirements related to the reduction or elimination of storm water runoff pollutants. The NPDES Storm Water General Construction Permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP), which would identify specific erosion and sediment control Best Management Practices (BMPs) that would be implemented to protect storm water runoff during construction activities.

Long-term operational impacts related to soil erosion or loss of topsoil would be required to comply with the NPDES requirements (including finalization of the Water Quality Management Plan [WQMP] for the project), Drainage Area Master Plan (DAMP), and City water pollution regulations, refer to Response 4.9(a), and Standard Condition 4.9-1. Compliance with the CBC, NPDES, DAMP, and City requirements would minimize effects from erosion and ensure consistency with the Regional Water Quality Control Board (RWQCB) requirements. Following compliance with the CBC, NPDES, DAMP, and City requirements (refer to Standard Condition 4.9-1), project implementation would result in a less than significant impact regarding soil erosion.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction impacts and operations as the proposed project, less than significant impacts would result (similar to the proposed project) with compliance with the CBC, NPDES, DAMP, and City requirements (refer to Standard Condition 4.9-1).

Standard Conditions: Refer to SC 4.9-1.

Mitigation Measures: No mitigation measures are required.

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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

Less Than Significant Impact With Mitigation Incorporated. The proposed project site is located within a seismically-active area. As stated within Response 4.6(a)(3), impacts related to liquefaction would be mitigated to a less than significant level. Further, as demonstrated in Response 4.6(a)(4), the project site would not be subject to earthquake-induced landslides.

Subsidence is a general lowering of the ground surface over a large area. According to the *City of Costa Mesa Draft Environmental Impact Report for the 2015-2035 General Plan* (Draft General Plan Update EIR), the City is not likely to be subject to subsidence associated with development due to the lack of clay within the soil, although localized subsidence could occur depending on soil specifics such as variation in grain size. However, due to the density and fine-grained nature of the very old marine deposit at the project site, the potential for subsidence is considered to be low.

According to the Preliminary Geotechnical Evaluation, the artificial and upper portions of the very old marine deposits at the project site are considered compressible and unsuitable to support the proposed residential structures. Therefore, the Preliminary Geotechnical Evaluation

recommends to remove and re-compact the upper five-to-six feet of existing soils on the building pads. Removal and re-compaction of the upper five-to-six feet of existing soils, and compliance with the foundations recommendations in the Preliminary Geotechnical Evaluation would reduce impacts from unstable soils to a less than significant impact. Mitigation Measure GEO-1 requires the project to be designed and constructed with all the recommendations included in the Preliminary Geotechnical Evaluation. Compliance with Mitigation Measure GEO-1, the provisions of the CBC, and all other applicable building codes (see Standard Condition 4.6-1) would result in a less than significant impact with regard to landslide, lateral spreading, subsidence, liquefaction or collapse.

Site Plan Alternative

As the Site Plan Alternative would result in similar construction impacts and operations as the proposed project, the project could be located on a geologic unit or soil that is unstable. However, the Site Plan Alternative would be required to comply with all applicable building codes (Standard Condition 4.6-1), and implement the recommendations of the Preliminary Geotechnical Evaluation (Mitigation Measure GEO-1). Compliance with Standard Condition 4.6-1 and Mitigation Measure GEO-1 would result in a less than significant impact with regard to unstable soils, or soils that would become unstable as a result of landslide, lateral spreading, subsidence, liquefaction or collapse under the Site Plan Alternative.

Standard Conditions: Refer to SC 4.6-1.

Mitigation Measures: Refer to Mitigation Measure GEO-1.

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

Less Than Significant Impact With Mitigation Incorporated. Expansive soils are defined as soils possessing clay particles that react to moisture changes by shrinking (when dry) or swelling (when wet). Expansion index testing for the on-site soils was conducted as part of the Preliminary Geotechnical Evaluation. Based on the findings, the project site soils are anticipated to have high expansion potential. However, this must be confirmed at the completion of grading. Mitigation Measure GEO-1 requires the project to implement all recommendations included in the Preliminary Geotechnical Evaluation, and Standard Condition 4.6-1 and 4.6-2 require compliance with all CBC regulations, as well as submitting a soils report to the City to ensure foundations and site improvements, such as concrete flatwork, and minimize the impacts of expansive soils. Impacts would be considered less than significant upon implementation of Mitigation Measure GEO-1, and compliance with Standard Condition 4.6-1 and 4.6-2.

Site Plan Alternative

As the Site Plan Alternative is located at the same site as the proposed project, the project site soils are anticipated to have high expansion potential. However, the Site Plan Alternative would be required to comply with Mitigation Measure GEO-1 (requires implementation of all recommendations included in the Preliminary Geotechnical Evaluation), Standard Condition 4.6-1 (requires compliance with all applicable building codes), and 4.6-2 (requires the project Applicant to submit a soils report to the City to ensure foundations and site improvements, such as concrete flatwork, and minimize the impacts of expansive soils). Impacts would be considered

less than significant upon implementation of Mitigation Measure GEO-1, and compliance with Standard Condition 4.6-1 and 4.6-2.

Standard Conditions: Refer to SC 4.6-1 as well as SC 4.6-2 below.

SC 4.6-2 The Applicant shall submit a soils report for this project detailing the expansion potential of on-site soils, and recommendations to minimize any impacts from these soils. The Soils Report recommendations shall be blueprinted on both the architectural and grading plans. For existing soil or where fill are proposed, the Soils Report shall address how the existing soils or the new fill will be maintained to avoid future expansion of soils.

Mitigation Measures: Refer to Mitigation Measure GEO-1.

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

No Impact. The project would not involve the use of septic tanks or alternative wastewater disposal systems, and no impacts would occur in this regard.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not involve the use of septic tanks or alternative wastewater disposal systems, and no impacts would occur in this regard. No impacts would result in this regard.

Standard Conditions: Refer to SC 4.6-1.

Mitigation Measures: No mitigation measures are required.

This page intentionally left blank.

4.7 GREENHOUSE GAS EMISSIONS

Would the Project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b. Conflict with an applicable plan, policy, or regulations adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

GLOBAL CLIMATE CHANGE

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 400 million tons of carbon dioxide (CO_2) per year.[1] Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane (CH_4) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, CH_4, and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 to 300 parts per million. For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 to 379 parts per million in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

REGULATIONS AND SIGNIFICANCE CRITERIA

The Intergovernmental Panel on Climate Change (IPCC) developed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 parts per million CO_2 equivalent[2] (CO_2eq) concentration is required to keep global mean warming below two degrees Celsius, which in turn is assumed to be necessary to avoid significant levels of climate change.

[1] California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 2000 to 2013,* http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2000-13_20150831.pdf, accessed April 28, 2016.

[2] Carbon Dioxide Equivalent – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

Executive Order S-3-05 was issued in June 2005, which established the following GHG emission reduction targets:

- 2010: Reduce GHG emissions to 2000 levels.
- 2020: Reduce GHG emissions to 1990 levels.
- 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Additionally, issued in April 2015, Executive Order B-30-15 requires statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030. Assembly Bill (AB) 32 Statutes of 2006, Health and Safety Code section 38500 et seq. requires that CARB determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons of CO_2 equivalent ($MTCO_2eq$).[3]

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

In June 2008, the California Governor's Office of Planning and Research (OPR) published a Technical Advisory, which provides informal guidance for public agencies as they address the issue of climate change in CEQA documents.[4] This is assessed by determining whether the proposed project is consistent with or obstructs the 39 Recommended Actions identified by CARB in its Climate Change Scoping Plan which includes nine Early Action Measures (qualitative approach). The Attorney General's Mitigation Measures identify areas were GHG emissions reductions can be achieved in order to achieve the goals of Assembly Bill 32. As set forth in the OPR Technical Advisory and in the proposed amendments to the *CEQA Guidelines* Section 15064.4, this analysis examines whether the project's GHG emissions are significant based on a qualitative and performance based standard (Proposed *CEQA Guidelines* Section 15064.4(a)(1) and (2)).

South Coast Air Quality Management District Thresholds

On December 5, 2008, the SCAQMD adopted GHG significance thresholds for Stationary Sources, Rules, and Plans where the SCAQMD is lead agency. The threshold uses a tiered approach. A proposed project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from Senate Bill 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final *CEQA* document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. For industrial stationary source projects, the SCAQMD adopted a screening threshold of 10,000 $MTCO_2eq$ per year ($MTCO_2eq/yr$). This threshold was selected to capture 90 percent of the GHG emissions from these types of projects where the combustion of natural gas is the primary source of GHG emissions. The SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative

[3] Carbon Dioxide Equivalent (CO_2eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

[4] Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, 2008.

impact. Tier 4 consists of three decision tree options. Under the first option, the proposed project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual (BAU) emissions. Under the second option the proposed project would be excluded if it had early compliance with AB 32 through early implementation of CARB's *Climate Change Scoping Plan* measures. Under the third option, the proposed project would be excluded if it met sector-based performance standards. However, the specifics of the Tier 4 compliance options were not adopted by the SCAQMD Board in order to allow further time to develop the options and coordinate with CARB's GHG significance threshold development efforts. Tier 5 would exclude projects that implement off-site mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

While not adopted by the SCAQMD Board, the guidance document prepared for the stationary source threshold also suggested the same tiered approach for residential and commercial projects with a 3,000 $MTCO_2eq/yr$ screening threshold. However, at the time of adoption of the industrial stationary source threshold, the SCAQMD felt additional analysis was required along with coordination with CARB's GHG significance threshold development efforts.

At the November 2009 meeting of the SCAQMD GHG working group, SCAQMD staff presented two options for screening thresholds for residential and commercial projects. The first option would have different thresholds for specific land uses. The proposed threshold for residential projects is 3,500 $MTCO_2eq/yr$, the commercial threshold is 1,400 $MTCO_2eq/yr$, and the mixed-use threshold is 3,000 $MTCO_2eq/yr$. The second option would apply the 3,000 $MTCO_2eq/yr$ screening threshold for all commercial/residential projects. Lead agencies would be able to select either option. These thresholds are based on capturing 90 percent of the emissions from projects and requiring them to comply with the higher tiers of the threshold (i.e., performance requirements or GHG reductions outside of the project) to not result in a significant impact.

SCAQMD staff also presented updates for compliance options for Tier 4 of the significance thresholds. The first option would be a reduction of 23.9 percent in GHG emissions over the base case. This percentage reduction represents the land use sector portion of the CARB's *Climate Change Scoping Plan's* overall reduction of 28 percent. This target would be updated as the AB 32 *Climate Change Scoping Plan* is revised. The base case scenario for this reduction still needs to be defined. Residual emissions would need to be less than 25,000 $MTCO_2eq/yr$ to comply with the option. Staff proposed efficiency targets for the third option of 4.6 $MTCO_2eq/yr$ per service population (population plus employment) for project level analysis and 6.6 $MTCO_2eq/yr$ for plan level analyses. For project level analyses, residual emissions would need to be less than 25,000 $MTCO_2eq/yr$ to comply with this option.

At the most recent meeting of the SCAQMD GHG working group, SCAQMD staff recommended extending the 10,000 $MTCO_2eq/yr$ industrial project threshold for use by all lead agencies. The two options for land-use thresholds were reiterated with a recommendation that lead agencies use the second, 3,000 $MTCO_2eq/yr$ threshold for all non-industrial development projects. Staff indicated that they would not be recommending a specific approach to address the first option of Tier 4, Percent Emissions Reduction Target. If lead agencies enquire about using this approach staff will reference the approach recommended by the San Joaquin Valley Air Pollution Control District and describe the challenges to using this approach. For the third option of Tier 4, SCAQMD staff re-calculated the recommended Tier 4 efficiency targets for project level analyses to 4.8 $MTCO_2eq/yr$ in 2020 and 3.0 $MTCO_2eq/yr$ in 2035. The recommended plan level analysis efficiency target remains 6.6 $MTCO_2eq/yr$ for 2020, but was lowered to 4.1 $MTCO_2eq/yr$ for 2035. SCAQMD staff also stated that they are no longer proposing to include a 25,000 $MTCO_2eq/yr$

maximum emissions requirement for compliance with Tier 4. Staff indicated that they hoped to bring the proposed GHG significance thresholds to the board for their December 2010 meeting; however, this did not occur.

For the proposed project, the 3,000 $MTCO_2eq/yr$ non-industrial screening threshold is used as the significance threshold in addition to the qualitative thresholds of significance set forth below from Section VII of *CEQA Guidelines* Appendix G.

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

Less Than Significant Impact. The proposed project would result in direct and indirect emissions of CO_2, CH_4, and N_2O, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct proposed project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. The California Emissions Estimator Model (CalEEMod) relies upon trip data within the *De Nova Homes Baker Street Residential Project Traffic Impact Analysis* (Traffic Impact Analysis), prepared by Transpo Group, dated January 2016 (provided in Appendix 8.6, *Traffic Impact Analysis*), and project-specific land use data to calculate emissions. The proposed project includes the development of 56 single-family residential units, and would result in a net increase of 366 daily trips. Table 4.7-1, *Estimated Greenhouse Gas Emissions*, presents the estimated CO_2, CH_4, and N_2O emissions of the proposed project. The CalEEMod outputs are contained within the Appendix 8.1, *Air Quality/Greenhouse Gas Data*.

Direct Proposed Project-Related Sources of Greenhouse Gases

Construction Emissions. Construction GHG emissions are typically summed and amortized over the lifetime of a project (assumed to be 30 years), then added to the operational emissions.[5] As seen in Table 4.7-1, the proposed project would result in 10.16 $MTCO_2eq/yr$ (amortized over 30 years).

Area Source. Area source emissions were calculated using CalEEMod and project-specific land use data. As noted in Table 4.7-1, the proposed project would result in an approximate net increase of 13.05 $MTCO_2eq/yr$ of area sources GHG emissions.

Mobile Source. CalEEMod relies upon trip data within the Traffic Impact Analysis and project specific land use data to calculate mobile source emissions. The proposed project would directly result in an approximate net increase of 504.17 $MTCO_2eq/yr$ of mobile source-generated GHG emissions; refer to Table 4.7-1.

[5] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District GHG CEQA Significance Stakeholder Working Group, *Minutes for the GHG CEQA Significance Working Group #13, Wednesday, August 26, 2009*, http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-13/ghg-meeting-13-minutes.pdf?sfvrsn=2, accessed April 28, 2016.

Indirect Proposed Project-Related Sources of Greenhouse Gases

Energy Consumption. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Electricity would be provided to the project site via Southern California Edison. The proposed project would indirectly result in an approximate net increase of 181.39 $MTCO_2eq/yr$ due to energy consumption; refer to Table 4.7-1.

Water Demand. The proposed project's operations would result in a demand of approximately 5.08 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in an approximate net increase of 21.27 $MTCO_2eq/yr$; refer to Table 4.7-1.

Table 4.7-1
Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4		N_2O		Total $MTCO_2eq/yr$[3]
	MT/yr[1]	MT/yr[1]	$MTCO_2eq/yr$[2]	MT/yr[1]	$MTCO_2eq/yr$[2]	
Existing Emissions[3]						
Area Source	0.00	0.00	0.00	0.00	0.00	0.00
Mobile Source	214.55	0.01	0.25	0.00	0.00	214.81
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Water Demand	0.00	0.00	0.00	0.00	0.00	0.00
Waste	0.00	0.00	0.00	0.00	0.00	0.00
Total Existing Emissions	**214.55**	**0.01**	**0.25**	**0.00**	**0.00**	**214.81**
Proposed Emissions[3]						
Construction (amortized over 30 years)	10.16	0.00	0.00	0.00	0.00	10.16
Area Source	13.05	0.00	0.00	0.00	0.00	13.05
Mobile Source	718.20	0.03	0.75	0.00	0.00	718.98
Energy	181.13	0.01	0.25	0.00	0.00	181.39
Water Demand	18.67	0.10	2.50	0.00	0.00	21.27
Waste	6.66	0.39	9.80	0.00	0.00	16.85
Total Proposed Project-Related Emissions[3]	**937.71**	**0.53**	**13.3**	**0.00**	**0.00**	**951.54**
Net Increase Over Existing Emissions[3]						
Construction (amortized over 30 years)	10.16	0.00	0.00	0.00	0.00	10.16
Area Source	13.05	0.00	0.00	0.00	0.00	13.05
Mobile Source	503.65	0.02	0.50	0.00	0.00	504.17
Energy	181.13	0.01	0.25	0.00	0.00	181.39
Water Demand	18.67	0.10	2.50	0.00	0.00	21.27
Waste	6.66	0.39	9.80	0.00	0.00	16.85
Total Net Emissions (Proposed-Existing)	**733.32**	**0.52**	**13.05**	**0.00**	**0.00**	**746.89**

Notes:
1. Emissions calculated using California Emissions Estimator Model.
2. Carbon dioxide equivalent values calculated using the United States Environmental Protection Agency Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/cleanenergy/energy-resources/calculator.html, accessed April 28, 2016.
3. Totals may be slightly off due to rounding.

Refer to Appendix 8.1, *Air Quality/Greenhouse Gas Data*, for detailed model input/output data.

Solid Waste. Solid waste associated with operations of the proposed project would result in an approximate net increase of 16.85 $MTCO_2eq/yr$; refer to Table 4.7-1.

Total Proposed Project-Related Sources of Greenhouse Gases

As shown in Table 4.7-1, the total net amount of proposed project-related BAU GHG emissions from direct and indirect sources combined would total 746.89 $MTCO_2eq/yr$.

Although the proposed project's GHG emissions are below the 3,000 $MTCO_2eq/yr$ GHG threshold, the proposed project includes design features that would further reduce project-related GHG emissions. The proposed project would comply with Title 24 requirements as well as the California Green Building Code standards. The project proposes to install energy efficient lighting and appliances throughout the project site. Additionally, the proposed project would install water efficient irrigation systems and landscapes, as well as incorporate water reducing features and fixtures into the buildings. Due to the project site's location, existing public transportation options (bus service) are in proximity to the project site. Two bus stops are located in close proximity to the project site including SR-55, and SR-73, located along Baker Street within approximately 250 feet of the project site.

Conclusion

As shown in Table 4.7-1, net operational-related BAU emissions would be 746.89 $MTCO_2eq/yr$, which are below the 3,000 $MTCO_2eq/yr$ threshold. The proposed project's energy, transportation, water, and solid waste efficiency design features would further reduce project-related GHG emissions. Therefore, the proposed project would result in a less than significant impact with regard to GHG emissions.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction and operational GHG emissions as the proposed project, less than significant impacts would result (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. No applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions apply to the project area. Therefore, the proposed project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. Also, the proposed project would result in operational GHG emissions that are below the 3,000 $MTCO_2eq/yr$ threshold. The proposed project would also include design features to reduce emissions associated with vehicle trips, energy and water consumption, and solid waste. Thus, a less than significant impact would occur in this regard.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction and operations as the proposed project, less than significant impacts would result (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

This page intentionally left blank.

4.8 HAZARDS AND HAZARDOUS MATERIALS

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

This section is based on the *Phase I Environmental Site Assessment* (Phase I ESA), dated September 8, 2015, and the *Subsurface Assessment Report* (Subsurface Assessment), dated November 30, 2015, both prepared by Bureau Veritas North America, Inc. (BVNA) (refer to Appendix 8.3, *Hazardous Materials Documentation*).

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

Less Than Significant Impact. Substantial risks associated with hazardous materials are not typically associated with residential uses. Minor cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance of the project site are generally the extent of hazardous materials that would be routinely utilized on-site. Thus, as the presence and on-site

storage of these materials are common for residential uses and would not be stored in substantial quantities (quantities required to be reported to a regulatory agency), impacts in this regard are less than significant.

Limited amounts of some hazardous materials could be used in the short-term construction of the project, including standard construction materials (e.g., paints and solvents), vehicle fuel, and other hazardous materials. The routine transportation, use, and disposal of these materials would be required to adhere to State and local standards and regulations for handling, storage, and disposal of hazardous substances. With compliance with the existing State and local procedures that are intended to minimize potential health risks associated with their use or the accidental release of such substances, impacts associated with the handling, storage, and transport of these hazardous materials during construction would be less than significant.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction impacts and operations as the proposed project, less than significant impacts would result (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

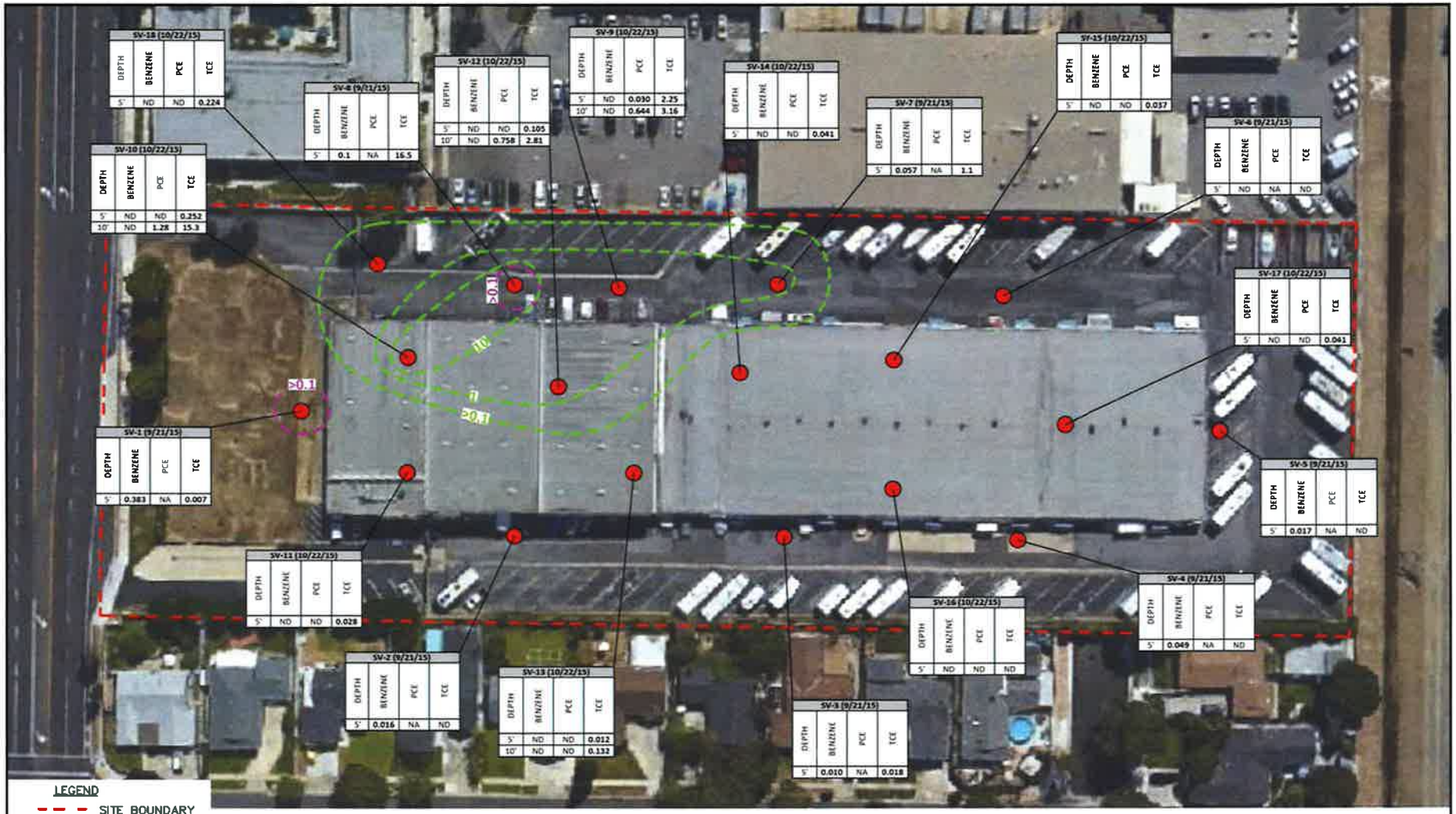
b) ***Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Less Than Significant Impact With Mitigation Incorporated. During project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

Based on the Phase I ESA, the project site was historically utilized for agricultural land uses until sometime prior to 1938. By 1963, the project site was developed with industrial uses until 1986, at which time the project site was converted into a self-storage facility. Based on the findings presented in the Phase I ESA, these existing and past uses potentially contaminated soil at the project site. The proposed grading activities could present a hazard to the public or the environment through upset and/or accidental conditions. In order to confirm whether or not contamination is actually present (presenting a hazard during construction), a Subsurface Assessment was prepared. The following is a discussion of the findings made by the Subsurface Assessment.

Past Agricultural Activities

The project site was historically used for agricultural purposes from at least 1938 until the 1960's. A combination of several commonly used pesticides (i.e., Dichlorodiphenyl-dichloroethane [DDD],



Source: Bureau Veritas North America, Inc., *Phase II Environmental Site Assessment*, dated November 30, 2015.

Michael Baker INTERNATIONAL

06/16 • JN 153149

929 BAKER STREET RESIDENTIAL
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Soil Vapor Sample Results

Exhibit 4.8-2

dichlorodiphenyltrichloroethane [DDT], Dichlorodiphenyldichloroethylene [DDE]), which are now banned may have been used throughout the historical agricultural portions of the project site (particularly in the 1950's and 1960's). The historical use of agricultural pesticides may have resulted in pesticide residues of certain persistence in soil at concentrations that are considered to be hazardous according to established Federal regulatory levels. The primary concern with historical pesticide residues is human health risk from inadvertent ingestion of contaminated soil, particularly by children.

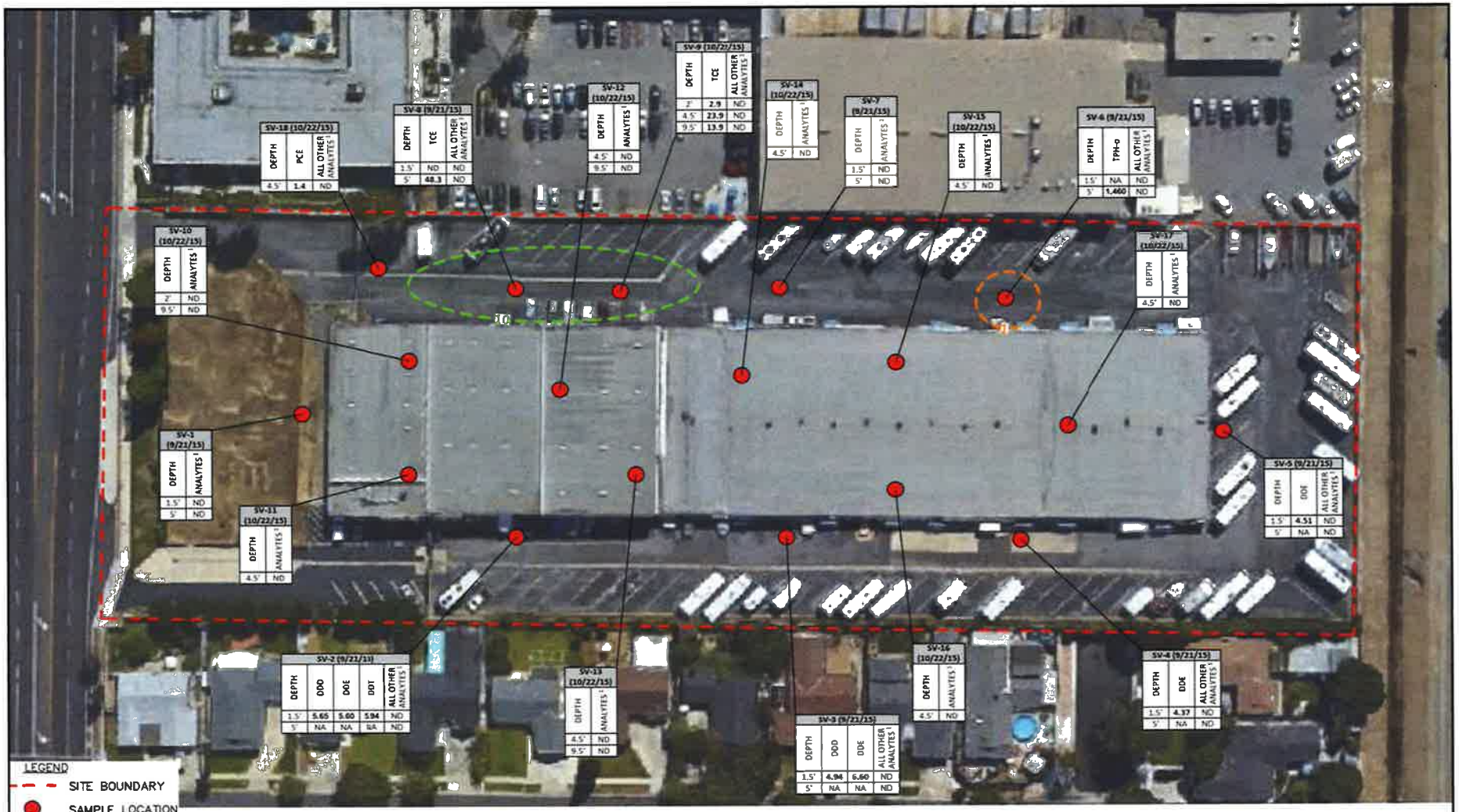
Based on the Subsurface Assessment, soil samples were collected from approximately 1.5 to 2.0 feet below ground surface (bgs) (as residual pesticide contamination is typically present in topsoils). Three organo-chlorine pesticides (OCPs) (4,4'-DDD, 4,4'-DDE, and 4,4'-DDT) were detected at low levels in one or more of the soil samples collected. However, none of the detected concentrations of pesticides exceeded the applicable U.S. Environmental Protection Agency (EPA) regional screening levels (RSLs). Although low, based on the detection of the OCPs, there is the possibility that these compounds would be encountered in soil during proposed grading and construction activities, as well as in soils underlying proposed residential uses.

In order to ensure that impacts are less than significant, the project would be required to implement a soil management plan (SMP) during grading activities (HAZ-1). The SMP would provide guidelines for safety measures, soil management, and handling of disturbed soils. The SMP would also be required to present a decision framework and specific risk management measures for managing soil in a manner protective of human health and consistent with applicable regulatory requirements. With implementation of the recommended Mitigation Measure HAZ-1, impacts in this regard would be reduced to less than significant levels.

Former Industrial Uses

The project site was historically used for industrial purposes from at least 1963 through 1986. Based on the Phase I ESA, former companies that occupied the site included Costa Mesa Knitting Mills, Deltronic Corp., Frank's Garage, High Precision Grinding, and Lido Van & Storage. Although no releases were reported in association with these businesses, these types of uses present a concern related to potential soil contamination at the project site.

Based on the Subsurface Assessment, volatile organic compound (VOCs) including cis-1,2-dichloroethene (Cis-1,2-DCE) and trichloroethylene (TCE) were detected at low levels in soil samples; refer to Exhibit 4.8-1, *Soil Sample Results*. The maximum concentrations detected for cis-1,2-DCE and TCE were 28 micrograms per kilogram (µg/kg) and 48.3 µg/kg, respectively. Gasoline-range total petroleum hydrocarbons (TPH-g), TPH as Diesel (TPH-D), and fuel oxygenates were not detected in any of the soil samples. TPH as oil (TPH-o) was detected in one soil sample collected at a concentration of 1,460 milligrams per kilogram (mg/kg). Trace metals were detected in one sample that was analyzed for metals at concentrations that were generally consistent with natural background levels.



Source: Bureau Veritas North America, Inc., *Phase II Environmental Site Assessment*, dated November 30, 2015.

929 BAKER STREET RESIDENTIAL
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Soil Sample Results

Exhibit 4.8-1

Michael Baker INTERNATIONAL

06/16 • JN 153149

None of the reported concentrations for the detected chemical compounds exceeded regulatory guidance concentrations, with the exception of TPH-o. The concentration of 1,460 mg/kg for TPH-o exceeds the EPA RSL of 82 to 520 mg/kg. This concentration also exceeds the San Francisco Regional Water Quality Control Board (RWQCB-SF) Environmental Screening Level (ESL) of 100 mg/kg.[1] TPH-g was not detected based upon soil samples taken at the project site. However, benzene was detected ranging from 0.010 to 0.383 µg/L; refer to Exhibit 4.8-2, *Soil Vapor Sample Results*.

The benzene concentration in four soil vapor samples exceeded the ESL of 0.042 µg/L. Ethylbenzene, toluene, and total xylenes were also detected at low levels in one or more of the samples collected; however, they were detected at concentrations below regulatory guidance levels. Cis-1,2-DCE was detected ranging from 0.043 to 7.0 µg/L, which exceeds the ESL of 3.7 µg/L. Tetrachloroethylene (PCE) was detected ranging from 0.003 to 1.28 µg/L, some samples of which exceed the ESL of 0.210 µg/L for PCE in subsurface soil vapor for residential property. TCE was detected ranging from 0.007 to 16.5 µg/L, some of which exceeded the ESL of 0.036 µg/L for TCE in subsurface soil vapor for residential property. Vinyl Chloride was detected at 0.219 µg/L, which exceeds the ESL of 0.160 µg/L. Low concentrations of additional chemical compounds that were well below regulatory guidance levels were also detected in some of the soil vapor samples.

Based on the detection of the VOCs and TPH-o, there is the possibility that these compounds would be encountered in soil during proposed grading and construction activities, as well as in soils underlying proposed residential uses. As discussed above, the project would be required to implement a SMP during site disturbance activities (HAZ-1). The construction contractor would also be required to make observations during grading, utility trenching, and footing excavations for the presence unknown buried structures, containers, debris, and/or soil potentially impacted by chemicals compounds or fuel and oil hydrocarbons (HAZ-2). Indications of impacted soil may include chemical or fuel odors, unusual coloration, apparent moisture, and staining. If any of the above are encountered, a qualified environmental professional with Phase II/Site Characterization experience would be required to be consulted to provide field monitoring using appropriate instrumentation, such as a photoionization detector (PID), and to assist with segregation of excavated material for proper disposal at a licensed waste-handling facility.

In order to ensure that potential accidental conditions involving exposure of future residential uses to contaminated soil vapors does not result, the project Applicant would be required to install a vapor barrier beneath future structures that overlie the locations where chemical compounds were detected at levels above the ESLs (HAZ-3). Vapor barrier design activities would be required to include consideration of the materials and methods to be used during vapor barrier installation as well as the locations where the vapor barriers are necessary, including a buffer zone. The vapor barriers would be installed prior to emplacement of concrete floor slabs and footings. Below-ground ventilation lines would also be required to be constructed, prior to concrete work, such that chemical vapors would not be trapped below the concrete floor slabs. The ventilation lines would be required to be open to the exterior of the structures, preferably at least 8 feet above the ground surface (or otherwise directed by a qualified environmental professional with Phase II/Site Characterization experience).

[1] The ESLs were developed for use in the Bay Area, but can be used to provide conservative guidance thresholds for chemical compounds for which other appropriate guidance is not available.

With implementation of the recommended Mitigation Measures HAZ-1 through HAZ-3, potential impacts as a result of the former on-site industrial uses would be reduced to less than significant levels.

Existing Self-Storage Facility Uses

Based on the Phase I ESA, two 55-gallon drums of waste oil were reportedly removed from the southeast corner of project site in June 2015 (while under operation as a self-storage facility). One of the drums was not covered, resulting in filling and overflowing with oily water, which impacted the surrounding soil. Environmental Logistics removed the drums and impacted soil. At this time, other miscellaneous materials including dried latex, roof tar, aerosols, sodium hydroxide solid, and photo chemicals that had been stored in on-site units were also removed from the project site. Based on the Phase I ESA, the former spill of hazardous materials to on-site soils presents an environmental concern.

As discussed above, none of the reported concentrations for the detected chemical compounds exceeded regulatory guidance concentrations, with the exception of TPH-o. The concentration of 1,460 mg/kg for TPH-o exceeds the EPA RSL of 82 to 520 mg/kg. This concentration also exceeds the RWQCB-SF ESL of 100 mg/kg. Based on the detection of the VOCs and TPH-o, there is the possibility that these compounds would be encountered in soil during proposed grading and construction activities, as well as in soils underlying proposed residential uses. The project would be required to implement a SMP during site disturbance activities (HAZ-1). With implementation of the recommended Mitigation Measure HAZ-1, impacts in this regard would be reduced to less than significant levels.

Reported Release to Groundwater at Newport Mesa Unified School District

Newport Mesa Unified School District, located at 2985 Bear Street (to the east of the project site), operated four underground storage tanks (USTs). In 1990, a release of kerosene, Stoddard solvent/mineral spirits, or petroleum distillates, occurred to the soil. In 1990, the Orange County Health Care Agency (OCHCA) granted regulatory closure. In 1997, those four USTs were removed from this off-site property and a new 10,000-gallon gasoline UST and a 15,000-gallon diesel UST were installed. During removal of the former USTs, soil sampling indicated the presence of TPH-g and methyl tert-butyl ether (MTBE) near the dispenser island and underground piping. Soil vapor extraction and groundwater monitoring were initiated in 2007 and remediation of this off-site property remains ongoing with the OCHCA.

Based on the *Work Plan to Conduct a Vapor Rebound Test of the Air Sparge/Soil Vapor Extraction System*, prepared by Cardno, dated September 18, 2015, Figure 2, *Generalized Site Plan – Isocon TPHg for 08/08/2011*, and Figure 2A, *Isocon TPHg for 07/25/2015*, the resultant contamination plume is located greater than 270 feet from the eastern boundary of the project site. Based upon the ASTM E 2600-10 Standard Guide for Vapor Encroachment Screening on Property Involved in real Estate Transactions, vapors are not anticipated to migrate greater than 100 feet from a plume. Thus, based on this information, as well as the sampling results from the Subsurface Assessment, this off-site property is not anticipated to have impacted the project site. Impacts in this regard are less than significant.

Existing On-Site Structure

The existing on-site structures were constructed prior to 1978. Thus, the potential for asbestos containing materials (ACM) and/or lead-based paints (LBPs) exists. Demolition of the structures could expose construction personnel and the public to ACMs or LBPs. Federal and State regulations govern the renovation and demolition of structures where ACMs and LBPs are present. All demolition that could result in the release of ACMs or LBPs must be conducted according to Federal and State standards. Further, implementation of the proposed project would be required to comply with the City's standard conditions of approval (Standard Condition 4.8-1 through Standard Condition 4.8-3) pertaining to identification and abatement of these materials prior to and during site demolition activities in order to ensure worker safety. With implementation of Standard Condition 4.8-1 through Standard Condition 4.8-3, impacts in this regard would be reduced to less than significant levels.

Conclusion

Implementation of the recommended Mitigation Measures HAZ-1 through HAZ-3 and Standard Condition 4.8-1 through Standard Condition 4.8-5 would ensure that impacts pertaining to exposure of workers during construction and future residents at the project site to identified potential hazardous materials are less than significant.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction impacts as the proposed project, less than significant impacts would result with implementation of the recommended Mitigation Measures HAZ-1 through HAZ-3 and Standard Condition 4.8-1 through Standard Condition 4.8-5 (similar to the proposed project).

Standard Conditions:

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

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

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

wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.

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

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

- Immediately stop work in the vicinity of the suspected contaminant, removing
- workers and the public from the area;
- Notify the City Engineer and Costa Mesa Fire Department;
- Secure the area(s) in question; and
- Implement required corrective actions, including remediation if applicable.

Mitigation Measures:

HAZ-1 Prior to issuance of a grading permit, a Soil Management Plan (SMP) shall be prepared by a qualified environmental professional with Phase II/Site Characterization experience. The SMP shall be made available to the contractor and the City Engineer for use during grading activities. The SMP shall include guidelines for safety measures and soil management in the event that soils are to be disturbed, and for handling soil during any planned earthwork activities. The SMP shall also include a decision framework and specific risk management measures for managing soil, including any soil import/export activities, in a manner protective of human health and consistent with applicable regulatory requirements.

HAZ-2 Observations shall be made by the contractor during grading, utility trenching, and footing excavations for the presence unknown buried structures, containers, debris, and/or soil potentially impacted by chemicals compounds or fuel and oil hydrocarbons. Indications of impacted soil may include chemical or fuel odors, unusual coloration, apparent moisture, and staining. If any of the above are encountered, a qualified environmental professional with Phase II/Site Characterization experience shall be consulted to provide field monitoring using appropriate instrumentation, such as a photoionization detector (PID), and to assist with segregation of excavated material for proper disposal at a licensed waste-handling facility.

HAZ-3 The Applicant shall install an appropriately designed vapor barrier beneath future structures that overlie the locations where chemical compounds were detected at levels above the ESLs. Vapor barrier design activities shall include consideration, by a qualified environmental professional with Phase II/Site Characterization experience, of the materials and methods to be used during vapor barrier installation as well as the locations where the vapor barriers are necessary, including a buffer zone. The vapor barriers shall be installed prior to emplacement of concrete floor slabs and footings. Below-ground ventilation lines shall also be constructed, prior to concrete work, such that chemical vapors are not trapped below the concrete floor slabs. The ventilation lines shall be open to the exterior of the structures, preferably at least 8 feet above the ground surface, or as otherwise specified by the Phase II/Site Characterization specialist.

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

Less Than Significant Impact With Mitigation Incorporated. The nearest school (Sonora Elementary School) adjoins the project site to the south. The proposed project is anticipated to involve the demolition of existing structures and potential soil remediation activities that may require the handling of hazardous materials at the project site as well as the transport of contaminated materials off-site to an approved landfill facility. These activities would be required to comply with Federal, State, and local laws and regulations regarding the handling and transport of hazardous materials. With compliance with Federal, State, and local laws and regulations as well as implementation of the recommended Mitigation Measure HAZ-1 and Standard Condition 4.8-1 through Standard Condition 4.8-3, the project is not anticipated to result in any negative impacts involving the handling of hazardous materials, substances, or waste within the vicinity of this school. Impacts in this regard would be less than significant.

The proposed project would result in the construction of residential uses, which would not involve the handling of hazardous materials or hazardous emissions in reportable quantities. Thus, no impacts would result in this regard.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction impacts and operations as the proposed project, less than significant impacts would result with compliance with Federal, State, and local laws and regulations as well as implementation of the recommended Mitigation Measure HAZ-1 and Standard Condition 4.8-1 through Standard Condition 4.8-3 (similar to the proposed project).

Standard Conditions: Refer to SC 4.8-1 through SC 4.8-3.

Mitigation Measures: Refer to Mitigation Measure HAZ-1.

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

No Impact. Based on Appendix L, *Regulatory Database Report*, of the Phase I ESA, the project site is not reported on a list maintained pursuant to Government Code Section 65962.5. No impacts would result in this regard.

Site Plan Alternative

As the Site Plan Alternative would occupy the same site as the proposed project, no impacts would result in this regard (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The nearest airport to the project site is the John Wayne Airport, located approximately 1.22 miles to the east. The project site is not located within the airport's Safety Compatibility Zones.[2] However, the project site is located within the Airport Environs Land Use Plan (AELUP) Notification Area for John Wayne Airport.[3] The Airport Land Use Commission (ALUC) has adopted the Federal Aviation Regulations (FAR) Part 77 as the criteria for determining height restrictions in Orange County. FAR Part 77 requires notification to Federal Aviation Administration (FAA) for any project that would be more than 200 feet in height above the ground level pursuant to FAR Part 77 Section 77.13. The project would involve construction of single-family residential structures. The proposed project would not exceed FAA's notification requirement of 200 feet and would not introduce a safety hazard associated with airport operations. Thus, a less than significant impact would occur in this regard.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not would not exceed FAA's notification requirement of 200 feet and would not introduce a safety hazard associated with airport operations. Less than significant impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

No Impact. There are no private airstrips located within the vicinity of the proposed project, and no impacts would occur in this regard.

Site Plan Alternative

The Site Plan Alternative would occur at the same location as the project and would result in the same operations. Thus, similar to the proposed project, no impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

[2] Airport Land Use Commission for Orange County, *Airport Environs Land Use Plan for John Wayne Airport*, amended April 17, 2008.
[3] Ibid.

Less Than Significant Impact. The Costa Mesa Disaster Plan serves as the City's Emergency Operations Plan (EOP). The EOP provides guidance during emergency situations associated with natural disasters, technological incidents, and nuclear defense operations. The Plan does not address normal day to-day emergencies or the well-established and routine procedures used in coping with such emergencies. Rather, the EOP analyzes potential large-scale disasters that require a coordinated and immediate response. The EOP considers the City's evacuation routes in its planning.

The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. General Plan Safety Element Exhibit SAF-20, *Emergency Evacuation Routes*, illustrates the City's emergency evacuation routes and indicates that the nearest designated emergency evacuation route is Fairview Road, located to the west of the project site. Project construction activities could result in short-term temporary impacts to street traffic along Baker Street. While temporary lane closures may be required, travel along surrounding roadways would remain open and would not interfere with emergency access in the site vicinity, including Fairview Road. The project would not affect the existing emergency service operations. As such, impacts in this regard would be less than significant.

Site Plan Alternative

The Site Plan Alternative would occur at the same location as the project and would result in the same construction impacts and operations. Thus, similar to the proposed project, impacts in this regard would be less than significant.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project site is located within a completely urbanized area that is void of any wildland areas. Further, according to the California Department of Forestry and Fire Protection, the project site is not located within the vicinity of a "Very High Fire Hazard Severity Zone".[4] Thus, no impact would occur in this regard.

Site Plan Alternative

The Site Plan Alternative would occur at the same location as the project and would result in the same operations. Thus, similar to the proposed project, no impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

[4] California Department of Forestry and Fire Protection, *Fire hazard Severity Zones in SRA*, adopted on November 7, 2007, http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones_maps.php, accessed April 25, 2016.

4.9 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			✓	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?			✓	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?			✓	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f. Otherwise substantially degrade water quality?			✓	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?				✓
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
j. Inundation by seiche, tsunami, or mudflow?				✓
k. Potentially impact storm water runoff from construction activities?			✓	
l. Potentially impact storm water runoff from post-construction activities?			✓	
m. Result in a potential for discharge of storm water pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?				✓

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
n. Result in the potential for discharge of storm water to affect the beneficial uses of the receiving waters?			✓	
o. Create the potential for significant changes in the flow velocity for volume of storm water runoff to cause environmental harm?			✓	
p. Create significant increases in erosion of the project site or surrounding areas?			✓	
q. Would the project include new or retrofitted stormwater treatment control Best Management Practices (BMPs), (e.g. water quality treatment basin, constructed treatment wetlands), the operation of which could result in significant environment effects?			✓	
r. Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?			✓	

The information presented in this analysis has been supplemented with the *Preliminary Hydrology Study* (Hydrology Study) and the *Preliminary Water Quality Management Plan* (WQMP), prepared for the proposed project by C&V Consulting (dated November 13, 2015); refer to Appendix 8.4, *Hydrology/Water Quality Documentation*.

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

Less Than Significant Impact. As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The City of Costa Mesa is within the jurisdiction of the Santa Ana RWQCB.

Short-Term Construction

Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which would be enforced through Standard Condition 4.9-1. The SWPPP would contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP would list Best Management Practices (BMPs) the discharger would use to protect storm water runoff and the placement of those BMPs. These BMPs would include measures to contain runoff from vehicle washing at the construction site, prevent sediment from disturbed areas from entering the storm drain system using structural controls (i.e., sand bags at inlets), and cover and contain stockpiled materials to prevent sediment and pollutant transport. Implementation of the BMPs would ensure runoff and discharges during the project's construction phase would not violate any water quality standards. The SWPPP would contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

The project Applicant would be required to prepare a Notice of Intent (NOI) for submittal to the Santa Ana RWQCB providing notification of intent to comply with the General Construction Permit. Additionally, the SWPPP would be required to be reviewed/approved by the City (or designee), for water quality construction activities on-site. A copy of the SWPPP would be made available and implemented at the construction site at all times.

In addition to the Santa Ana RWQCB requirements, the City enforces its Master Plan of Drainage through Municipal Code Section 8-32, *Water Quality*, which addresses drainage protocols within the City during construction of new projects (compliant with the Orange County Drainage Area Management Plan [DAMP] requirements during construction). Per these requirements, the Development Services Department and Public Services Department would review the grading/building plans and impose terms, conditions, and requirements, as needed, in accordance with Municipal Code Section 8-32. Compliance with City and NPDES requirements would reduce short-term construction-related impacts to water quality to a less than significant level.

Long-Term Operations

The project would be regulated under the NPDES Phase I Municipal Stormwater Permits issued by the Santa Ana RWQCB for Orange County.

Santa Ana RWQCB Requirements

Since 1990, operators of municipal separate storm sewer systems are required to develop a stormwater management program designed to prevent harmful pollutants from impacting water resources via stormwater runoff. The Orange County Stormwater Program (Stormwater Program) is a cooperative of the County of Orange, Orange County Flood Control District (OCFCD), and all 34 Orange County cities. As the Principal Permittee on the Santa Ana RWQCB NPDES permits, the County guides development and implementation of the Stormwater Program, collaborating regularly with co-permittees to ensure compliance and prevent ocean pollution.

The Stormwater Program's specific water pollutant control elements are documented in the DAMP. The DAMP satisfies the NPDES permit conditions for creating and implementing an Urban Runoff Management Program (URMP). The intent of an URMP is to reduce pollutant discharges to the maximum extent practicable for the protection of water quality at receiving water bodies and the support of designated beneficial uses. The DAMP contains guidance on both structural and nonstructural BMPs for meeting these goals. Prior to the City's issuance of a Grading or Building Permit for the project, the Development Services Department and Public Services Department would review the plans and impose terms, conditions, and requirements, as needed, in accordance with Municipal Code Section 8-32. Additionally, the City enforces its Master Plan of Drainage, and Municipal Code Title 15 Chapter III addresses drainage protocols within the City during construction of new projects. With implementation of the DAMP requirements (as required by Section 8-32 of the Municipal Code), the project would be required to prepare a WQMP in accordance with the requirements of the NPDES standards.

The draft WQMP for the proposed project has been included in Appendix 8.4. Due to the developed character of the project site, construction of the proposed project would result in a decrease in impervious areas below existing conditions by 0.31 percent (or 1.43 acres). The project would also result in a 1.37-cubic foot per second (cfs) decrease in flow rate between pre- and post-development. Based on the WQMP, expected pollutants of concern would include suspended-solid/sediment, nutrients, pathogens (bacteria/virus), pesticides, oil and grease, and trash and debris. Listed 303(d) impairments to the watershed include PCB's, sediment toxicity, nickel, chlordane, copper, lead, pathogens, and toxicity.

Surface flows would be directed into an area drain piping system or into on-site curb and gutters which would convey the flow to five separate Filterra Biofiltration vaults. From each vault, the flows would be conveyed into a single storm drain pipe that flows north through the proposed main street. This single pipe would run out into Baker Street and connect to the existing 72-inch reinforced concrete pipe (RCP) storm drain. From there it would follow the existing flow path to the east down Baker Street.

The drainage design for the project site would meet the County of Orange Flood Control Standards and is capable of managing runoff from a 100-year storm. Additionally, the decrease in flow rate between pre- and post-development would be approximately a 10 percent decrease (1.37 cfs). All paving, sidewalk storm drains, and bio-retention devices within the project's private street rights-of-way, as well as landscaped areas, would be privately maintained by the project's Homeowner's Association (HOA). BMPs proposed include, but would not be limited to, education materials for property owners, tenants, and occupants; activity restrictions; common area landscape management; BMP maintenance; street sweeping; storm drain system stenciling and signage; and bioretention.

As discussed above, following compliance with the requirements of the NPDES (including finalization of the WQMP for the project), DAMP, and City water pollution regulations (required per Standard Condition 4.9-1), project implementation would not violate any water quality standards or waste discharge requirements associated with long-term operations. Impacts in this regard would be less than significant.

Site Plan Alternative

Although slightly more impervious area (0.5 percent), the Site Plan Alternative would result in similar construction impacts and operations as the proposed project. Less than significant

impacts would result following compliance with the requirements of the NPDES (including finalization of the WQMP for the project), DAMP, and City water pollution regulations (required per Standard Condition 4.9-1) (similar to the proposed project).

Standard Conditions: Refer to Standard Condition 4.6-4.

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

- The SWPPP shall be prepared and updated as needed during the course of construction to satisfy the requirements of each phase of development. The plan shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to eliminate polluted runoff until all construction work for the project is completed. The SWPPP shall include treatment and disposal of all dewatering operation flows and for nuisance flows during construction.

- A WQMP shall be maintained and updated as needed to satisfy the requirements of the adopted NPDES program. The plan shall ensure that the existing water quality measures for all improved phases of the project are adhered to.

- Location of the BMPs shall not be within the public right-of-way.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project would not substantially deplete groundwater supplies. According to General Plan EIR Exhibit 4.8-2, *Water Supply Agency Boundaries*, Mesa Consolidated Water District (Mesa Water) supplies water to the project site. According to Mesa Water's latest Urban Water Management Plan (UWMP)[1], the main sources of water supply are groundwater pumped from wells within the Lower Santa Ana River Groundwater Basin (Orange County Basin) and imported water from Metropolitan Water District of Southern California through Municipal Water District of Orange County. However, no municipal water wells underlie the project site. Implementation of the project would not create a substantial demand on groundwater sources and would not significantly change the amount of groundwater available and pumped from local wells. The site consists of 4.71 acres of developed land. Due to the developed nature of the area, the project site does not have the capacity to serve as a significant source for groundwater recharge. The project does not involve the direct withdrawal of groundwater for

[1] Mesa Consolidated Water District, *2010 Urban Water Management Plan*, June 2011.

municipal use and would not substantially interfere with recharge capabilities. Thus, impacts in this regard are less than significant.

Site Plan Alternative

Although slightly more impervious area (0.5 percent), the Site Plan Alternative would occur at the same location and would result in similar operations as the proposed project. Thus, less than significant impacts would result (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Soil disturbance would temporarily occur during project construction due to earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction and moving, and grading. Disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project site.

The project would be subject to compliance with the requirements set forth in the NPDES Storm Water General Construction Permit for construction activities; refer to Response 4.9(a). Compliance with the NPDES, including preparation of a SWPPP (Standard Condition 4.9-1) would reduce the volume of sediment-laden runoff discharging from the site. Therefore, project implementation would not substantially alter the existing drainage pattern of the site during the construction process such that substantial erosion or siltation would occur.

Given the nature of the proposed use and the urbanized project setting, long-term operation of the project would not have the potential to result in substantial erosion or siltation off-site. The project would not include large areas of exposed soils that would be subject to runoff; rather, any unpaved areas would be improved with groundcover and landscaping to minimize the potential for erosion/siltation. In addition, as stated within Response 4.9(a), the project would also be subject to existing requirements of the NPDES (including approval of the project's WQMP), DAMP, and City's water pollution regulations (as required by Standard Condition 4.9-1), which would reduce sediment discharge off-site compared to the existing condition. Thus, impacts in this regard would be less than significant.

Site Plan Alternative

As the Site Plan Alternative would occur at the same location and would result in the same construction impacts and operations as the proposed project, less than significant impacts would result with compliance with NPDES requirements (including approval of the project's WQMP), DAMP, and City's water pollution regulations (as required by Standard Condition 4.9-1).

Standard Conditions: Refer to SC 4.9-1.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project site is generally flat, consists of a self-storage facility, and is located within an urbanized area. Due to the developed nature of the project site, implementation of the proposed project would result in a decrease in the percentage of impervious surface at the site, by 0.31 percent (1.43 acres). The project proposes to capture and biotreat/biofilter on-site flows prior to discharging to the proposed storm drain system on-site and ultimately to the 72-inch storm drain in Baker Street. The drainage design for the project site would meet the County of Orange Flood Control Standards and is capable of managing runoff from a 100-year storm. The project would not result in a substantial change in topography that would alter or change flow patterns in the project area. In addition, the project would incorporate landscaping features, which would assist in reducing the amount of storm water traveling off-site. The existing 72-inch storm drain in Baker Street is anticipated to adequately service the runoff from the project site. Further, the proposed project would result in a decrease in impervious area over the existing condition. Based on the proposed storm drain system design capacity for the 100-year storm event, the project would not result in flooding on- or off-site. Impacts in this regard would be less than significant.

Site Plan Alternative

Although slightly more impervious area (0.5 percent), the Site Plan Alternative would occur at the same location and would result in similar operations as the proposed project. Thus, less than significant impacts would result (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. As noted in Response 4.9(d), the project area is generally flat and is currently developed with a self-storage facility. Currently, surface flow is conveyed to an existing concrete gutters that run south to north on each side of the building to private storm drain inlets adjacent to Baker Street. Flows are conveyed off-site to the existing storm drain system located at the approximate centerline of Baker Street.

Underground storm facilities are proposed for the project site. Storm water runoff in the project's proposed state would surface flow to on-site catch basins prior to being conveyed to the City's existing 72-inch RCP storm drain pipe within Baker Street. Overall, the proposed project would result in a 0.31 percent decrease in impervious area, would reduce runoff-impacts from the existing drainage onto the City of Costa Mesa storm drain facilities, and is not expected to exceed the capacity of existing/planned storm water drainage system. The project would not result in a substantial change in topography that would alter or change flow patterns in the project area. In addition, the project would incorporate landscaping features and would reduce the amount of

impervious surfaces, which would assist in reducing the amount of storm water traveling off-site. The existing 72-inch storm drain in Baker Street is anticipated to adequately service the increased runoff from the project site. Less than significant impacts related to potential polluted runoff from the site are discussed in Response 4.9(a), above. Impacts would be less than significant in this regard.

Site Plan Alternative

Although slightly more impervious area (0.5 percent), the Site Plan Alternative would occur at the same location and would result in similar operations as the proposed project. Thus, less than significant impacts would result with compliance with Standard Condition 4.9-1 (similar to the proposed project).

Standard Conditions: Refer to SC 4.9-1.

Mitigation Measures: No mitigation measures are required.

f) *Otherwise substantially degrade water quality?*

Less Than Significant Impact. The proposed project involves a residential use, which due to its scope and nature, would not otherwise substantially degrade water quality. As discussed in Response 4.9(a), with compliance with the existing requirements of the NPDES (including approval of the project's WQMP), DAMP, and City's water pollution regulations (as required by Standard Condition 4.9-1), impacts in this regard would be less than significant.

Site Plan Alternative

Although slightly more impervious area (0.5 percent), the Site Plan Alternative would occur at the same location and would result in similar operations as the proposed project. Thus, less than significant impacts would result with compliance with Standard Condition 4.9-1 (similar to the proposed project).

Standard Conditions: Refer to SC 4.9-1.

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to the Flood Insurance Rate Map (FIRM) for the project area, the project site is located within "Zone X", which is an area determined to be outside of the 100-year flood hazard area.[2] As such, no impact would result in this regard.

[2] Federal Emergency Management Agency, *Flood Insurance Rate Map #06059C0267J*, Map Revised December 3, 2009.

Site Plan Alternative

As the Site Plan Alternative would occupy the same site as the proposed project, no impacts would result in this regard (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project site is not located within a 100-year flood hazard area; refer also to Response 4.9(g).

Site Plan Alternative

As the Site Plan Alternative would occupy the same site as the proposed project, no impacts would result in this regard (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project site is not located within the inundation area of a levee or dam, or within the City's coastal areas that are subject to coastal storm surges, according to General Plan Exhibit SAF 5, *Flooding and Seismically Induced Waves*. The area of potential flooding from failure of Prado, Santiago, or Villa Park Dams is located approximately 600 feet to the north of the project. Additionally, based on information provided by Orange County Public Works, Flood Division, the plan of improvement for Prado Dam includes:[3]

- Raising the existing embankment 28.4 feet to an elevation of 594.4 feet (completed);
- Raising the spillway crest from elevation of 543 feet to 563 feet;
- Constructing new outlet works, which would increase the maximum discharge capacity from 9,000 to 30,000 cfs (completed);
- Constructing new levees and dikes;
- Acquiring over 2,300 acres of property rights for reservoir expansion;
- Relocating and protecting 30 various utility lines;
- Increasing reservoir area from 6,695 acres to 10,256 acres; and
- Increasing-impoundment from 217,000 acre-feet to 362,000 acre-feet.

The Army Corps of Engineers has a comprehensive Dam Safety Program that has public safety as its primary objective. Prado Dam is routinely inspected and continually evaluated for safety in

[3] Orange County Public Works, Flood Division, http://ocflood.com/sarp/prado, accessed April 25, 2016.

compliance with the Federal Guidelines for Dam Safety, issued in 1979, and Engineering Regulation ER 1110-2-1156, Safety of Dams (Policy and Procedures).

As the project site is outside of the potential flooding zone, and based on the distance to Prado Dam and the emergency warnings that would be issued in the event of dam failure, the proposed project would not expose people or structures to a significant risk. Therefore, impacts in this regard would be less than significant.

Site Plan Alternative

As the Site Plan Alternative would occupy the same site as the proposed project, no impacts would result in this regard (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

j) *Inundation by seiche, tsunami, or mudflow?*

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The project site is located greater than 4.8 miles from the Pacific Ocean and is a sufficient distance so as not to be subject to tsunami impacts. The project site is not in the vicinity of a reservoir, harbor, lake, or storage tank capable of creating a seiche. In addition, there are no sources of potential mudflow capable of inundating the project site due to the developed nature of the area and the relatively flat topography of the vicinity. Therefore, no impacts would occur in this regard.

Site Plan Alternative

As the Site Plan Alternative would occupy the same site as the proposed project, no impacts would result in this regard (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

k) *Potentially impact storm water runoff from construction activities?*

Less Than Significant Impact. Refer to Responses 4.9(a) and 4.9(c).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

l) ***Potentially impact storm water runoff from post-construction activities?***

Less Than Significant Impact. Refer to Responses 4.9(a), 4.9(c), and 4.9(e).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

m) ***Result in a potential for discharge of storm water pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?***

No Impact. Implementation of the proposed project would result in the removal of existing self-storage facility and the construction of residential uses on-site. Thus, the proposed project would not result in increased discharge of storm water pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas, but rather these existing areas on-site would be removed, resulting in a beneficial impact in this regard. No adverse impacts would result.

Site Plan Alternative

The Site Plan Alternative would occur at the same location as the project and would result in the same operations. Thus, similar to the proposed project, no adverse impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

n) ***Result in the potential for discharge of storm water to affect the beneficial uses of the receiving waters?***

Less Than Significant Impact. Implementation of the proposed project would change discharge to receiving waters, which could impact beneficial uses. As discussed in Response 4.9(a), the intent of an URMP is to reduce pollutant discharges to the maximum extent practicable for the protection of water quality at receiving water bodies and the support of designated beneficial uses. The DAMP contains guidance on both structural and nonstructural BMPs for meeting these goals. With implementation of the DAMP requirements (as required by Section 8-32 of the Municipal Code), the project would be required to prepare a WQMP in accordance with the requirements of the NPDES standards.

The draft WQMP for the proposed project has been included in Appendix 8.4. Due to the developed character of the project site, construction of the proposed project would result in a decrease in impervious areas below existing conditions by 0.31 percent (or 1.43 acres). Based on the WQMP, expected pollutants of concern would include suspended-solid/sediment, nutrients, pathogens (bacteria/virus), pesticides, oil and grease, and trash and debris. Listed 303(d) impairments to the watershed include PCB's, sediment toxicity, nickel, chlordane, copper, lead, pathogens, and toxicity.

As discussed in Response 4.9(a), following compliance with the requirements of the NPDES (including finalization of the WQMP for the project), DAMP, and City water pollution regulations (as required by Standard Condition 4.9-1), project implementation would not result in discharge of storm water such that beneficial uses of receiving waters would be substantially impacted. Impacts in this regard would be less than significant.

Site Plan Alternative

Although slightly more impervious area (0.5 percent), the Site Plan Alternative would occur at the same location and would result in similar operations as the proposed project. Thus, less than significant impacts would result with compliance with Standard Condition 4.9-1 (similar to the proposed project).

Standard Conditions: Refer to SC 4.9-1.

Mitigation Measures: No mitigation measures are required.

o) ***Create the potential for significant changes in the flow velocity for volume of storm water runoff to cause environmental harm?***

Less Than Significant Impact. Refer to Responses 4.9(c), 4.9(d), and 4.9(e).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

p) ***Create significant increases in erosion of the project site or surrounding areas?***

Less Than Significant Impact. Refer to Response 4.9(c).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

q) ***Would the project include new or retrofitted stormwater treatment control Best Management Practices (BMPs), (e.g. water quality treatment basin, constructed treatment wetlands), the operation of which could result in significant environment effects?***

Less Than Significant Impact. Refer to Response 4.9(a).

Standard Conditions: Refer to SC 4.9-1.

Mitigation Measures: No mitigation measures are required.

r) ***Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?***

Less Than Significant Impact. The nearest impaired water body is the Santa Ana Delhi Channel (located to the east of Bristol Street, east of the project site), which lists indicator bacteria on the 303(d) list.[4] Refer to Responses 4.9(a) and 4.9(b).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

[4] State Water Resources Control Board, *2010 Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report) — Statewide*, http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml, accessed May 10, 2016.

This page intentionally left blank.

4.10 LAND USE AND PLANNING

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

a) *Physically divide an established community?*

Less Than Significant Impact. According to the General Plan, the project site is designated Residential-Medium Density (9-12 units/acre). The existing zoning is R2-MD (Multiple-Family Residential District, Medium Density). The project site currently consists of a self-storage facility and is surrounded by residential, institutional uses, and office uses. As the project proposes 56 single-family residential units, the proposed use would be consistent with the intended residential uses for the site per the General Plan, and within the allowable density (11.89 units/acre). The project would be compatible and similar with existing residential uses that adjoin the project site to the north, west, and southwest. Thus, the project would not physically divide an established community. Impacts in this regard would be less than significant.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not physically divide an established community. Impacts would be less than significant in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The *City of Costa Mesa General Plan Land Use Map* designates the project site as Residential-Medium Density. The Residential-Medium Density designation is intended for single-and multi-family developments with a density of up to 12 units to the acre. The project proposes the construction of 56 single-family residential units, which is an allowed use within the Residential-Medium Density designation. No amendment to the General Plan would be required as part of the project.

The project site is zoned R2-MD on the *Costa Mesa Zoning Map*. The R2-MD designation is intended to promote the development of multi-family rental as well as ownership properties on lots with a minimum size of 12,000 square feet. The proposed project is consistent with the intended purpose for the R2-MD zone. The development standards in residential zones are outlined in Municipal Code Section 13-32, *Development Standards,* and discussed below; refer to Table 4.10-1, *Property Development Standards*. As indicated in Table 4.10-1, the proposed project complies with the development standards for R2-MD except for the minimum distance between buildings and rear setback requirements. The project Applicant is requesting an Administrative Adjustment to accommodate a 6-foot building to building setback and a 12-foot setback along the southern property boundary, adjacent to the Paularino Channel. Upon approval of the Administrative Adjustment, the proposed project would be consistent with the zoning regulations for the project site. Impacts in this regard would be less than significant.

Table 4.10-1
Property Development Standards

Development Standard		Existing Zoning Requirement: R2-MD	Proposed Project	Does Project Satisfies Requirement?
Minimum Lot Area		12,000 square feet	4.71 acres	Yes
Maximum Building Height		27 feet for residential uses	Up to 26 feet	Yes
Maximum Density (Based on gross acreage)		1 dwelling unit per 3,630 square feet (12 units per acre), 1 unit per 3,000 square feet for legal lots existing as of March 16, 1992, that are less than 7,260 square feet in area but not less than 6,000 square feet in area.	11.89 units per acre	Yes
Minimum Open Space		40% of total lot area	40% of total lot area	Yes
Distance Between Buildings		10-foot minimum between main buildings; 6-foot minimum between main buildings and accessory structures	6 feet	No[1]
Setbacks	Front	20 feet	20 feet	Yes
	Side[2]	Interior property line: 5 feet.	5 feet	Yes
	Rear	20 feet for 2 story structures.	12 feet	No[3]

Notes:
1. An administrative adjustment is requested to accommodate a 6-foot building to building setback.
2. Accessory structures that do not exceed 6½ feet in height in the R1 zone or 15 feet in height in the other residential zones may have a zero side setback.
3. An administrative adjustment is being requested to accommodate a 12-foot rear setback along Paularino Channel.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would require Administrative Adjustments to accommodate the minimum distance between buildings and rear setback requirements. However, unlike the proposed project, the Site Plan Alternative would provide increased guest parking spaces (by 8 spaces) and less total open space at the project site. The City's Municipal Code requires 40 percent open space on-site. Implementation of this alternative would reduce open space on-site from 40 percent to 39.5 percent, which would not be compliant with the City's requirement of 40 percent. Thus, the Site Plan Alternative would require a

Variance. Upon approval of the Variance, the Site Plan Alternative would be consistent with the zoning regulations for the project site. No additional mitigation measures are required and impacts in this regard would be less than significant.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The City of Costa Mesa is located within the jurisdiction of the County of Orange Central and Coastal Subregion Natural Community Conservation Plan and Habitat Conservation Plan (Orange County Central and Coastal NCCP/HCP), dated July 17, 1996.[1] However, the project site is not designated as a Reserve, Conservation Easement, Non-Reserve Open Space, or Special Linkage.[2] Therefore, the proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan. A less than significant impact would occur in this regard.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not conflict with any applicable habitat conservation plan or natural community conservation plan. Impacts would be less than significant in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

[1] County of Orange, *Natural Community Conservation Plan & Habitat Conservation Plan, County of Orange Central & Coastal Subregion, Parts I & II: NCCP/HCP,* http://occonservation.wpengine.com/wp-content/uploads/2015/04/NCCP-Parts-I-II-Plan.pdf, accessed May 9, 2016.

[2] Data Basin, *Orange County Central Coastal NCCP/HCP,* https://databasin.org/datasets/ed49d8389c2349f2a0c9e56cfc7c48ef, accessed May 9, 2016.

This page intentionally left blank.

4.11 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

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

No Impact. No known mineral resources occur in the project area.[1] The project site is located within an urbanized area and involves the demolition of an existing on-site self-storage facility (which is not related to mineral resource production) in order to construct residential uses. No known mineral recovery activities have occurred on-site, and the project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State. Thus, no impacts would occur in this regard.

Site Plan Alternative

Similar to the proposed project, the Site Plan Alternative would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State. No impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.11(a).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

[1] U.S. Geological Survey, *California State Minerals Information website, 2010-2011 Minerals Yearbook,* http://minerals.usgs.gov/minerals/pubs/state/2010_11/myb2-2010_11-ca.pdf, accessed May 2, 2016.

This page intentionally left blank.

4.12 NOISE

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

This section is based upon the *929 Baker Street, Costa Mesa Noise Letter* (Noise Impact Analysis) prepared by Hans Giroux & Associates, (dated February 16, 2016); refer to Appendix 8.5, *Noise Impact Analysis*.

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between three dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of three dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise

generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

REGULATORY FRAMEWORK

City of Costa Mesa

General Plan

The Noise Element of the General Plan identifies and evaluates unwanted noise sources in the City, and establishes goals and policies for reducing noise levels in the City. The City has modified the U.S. Department of Housing and Urban Development (HUD) Guidelines and the State's noise standards in its General Plan to serve as the basis for the land use compatibility guidelines presented in Table 4.12-1, *Noise and Land Use Compatibility Matrix*. Table 4.12-2, *Interior and Exterior Noise Standards*, indicates specific quantitative standards and criteria that specify acceptable limits of noise for various land uses throughout the City.

Table 4.12-1
Noise and Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure (CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density	50 – 60	60 – 70	70 – 75	75 – 85
Residential – Multiple-Family	50 – 65	65 – 70	70 – 75	75 – 85
Transient Lodging – Motel, Hotel	50 – 65	65 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 60	60 – 65	65 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	70 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	75 – 85
Playgrounds, Neighborhood Parks	50 – 67.5	NA	67.5 – 75	75 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50 – 67.5	67.5 – 77.5	77.5 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 70	70 – 80	80 – 85	NA

Notes:
CNEL = community noise equivalent level; NA = not applicable
Normally Acceptable. Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable. New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable. New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design.
Clearly Unacceptable. New construction or development should generally not be undertaken.

Source: City of Costa Mesa, *City of Costa Mesa 2000 General Plan Table N-3, Noise and Land Use Compatibility Matrix*, January 2002.

Table 4.12-2
Interior and Exterior Noise Standards

Land Use Categories		CNEL (dBA)	
Categories	Uses	Interior[1]	Exterior[2]
Residential	Single-Family, Duplex, Multiple-Family	45[3]	65[4]
	Mobilehome	--	65[5]
Commercial, Industrial, Institutional	Hotel, Motel, Transient Lodging	45	--
	Commercial Retail, Bank, Restaurant	55	--
	Office Building, Research and Development, Professional Offices, City Office Buildings	50	--
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	--
	Gymnasium (Multipurpose)	50	--
	Sports Club	55	--
	Manufacturing, Warehousing, Wholesale, Utilities	65	--
	Movie Theaters	45	--
Institutional	Hospital, Schools' Classrooms/Playgrounds	45	65
	Church, Library	45	--
Open Space	Parks	--	65

Notes:
1 – Indoor environment including: bathrooms, closets, corridors.
2 – Outdoor environment limited to: Private yard of single-family; multi-family private patio or balcony which is served by a means of an exit from inside the dwelling; balconies six feet deep or less are exempt; mobilehome park; park's picnic area; school's playground.
3 – Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of the Uniform Building Code (UBC).
4 – The City Noise Ordinance further specifies exterior residential areas in a Mixed-Use Overlay District for live/work and multi-family residential development which are approved pursuant to a Master Plan and which are subject to these exterior noise standards. The City Noise Ordinance specifically states "*Exception: For multi-family residential development or live/work units approved pursuant to a master plan in a mixed-use overlay district where the base zoning district is nonresidential, the exterior residential noise environment does not include the following areas: Private balconies or patios regardless of size, private or community roof decks/roof terraces, internal courtyards and landscaped walkways that do not include resident-serving, active recreational uses such as community pool, spa, tennis courts, barbeque, and picnic areas.*"
5 – Exterior noise levels should be such that interior noise levels will not exceed 45 dBA CNEL.

Source: City of Costa Mesa, *City of Costa Mesa 2000 General Plan Table N-4, State Interior and Exterior Noise Standards*, January 2002.

Municipal Code

Title 13 Chapter XIII, *Noise Control*, of the Municipal Code is known as the City's Noise Ordinance, which includes standards and regulations pertaining to noise. The Noise Ordinance establishes outdoor and indoor noise standards, and is designed to control unnecessary, excessive, and annoying sounds generated on one piece of property from impacting an adjacent property, and to protect residential areas from noise sources other than transportation sources. Table 4.12-3, *Residential Noise Ordinance Standards*, outlines the interior and exterior noise standards for residential uses.

Table 4.12-3
Residential Noise Ordinance Standards

Time	Exterior Noise Standards	Interior Noise Standards
7:00 a.m. – 11:00 p.m.	55 dBA	55 dBA
11:00 p.m. – 7:00 a.m.	50 dBA	45 dBA
Source: City of Costa Mesa Municipal Code, Chapter XIII, *Noise Control*.		

The Noise Ordinance prohibits stationary noise sources to exceed:

- The noise standard for a cumulative period of more than thirty (30) minutes in any hour;
- The noise standard plus five dBA for a cumulative period of more than 15 minutes in any hour;
- The noise standard plus 10 dBA for a cumulative period of more than five minutes in any hour;
- The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour; or
- The noise standard plus 20 dBA for any period of time.

The Noise Ordinance also notes that the exterior standards specified in Table 4.12-3 should not apply to private balconies or patios, private or community roof decks/terraces, or internal courtyards and landscaped walkways associated with multi-family residential development or live/work units within a mixed-use overlay district where the base zoning district is nonresidential.

Section 13-279, *Exceptions for Construction,* of the Municipal Code describes the following exemptions to the Noise Ordinance, which are applicable to the project:

The provisions of this chapter shall not apply to the following:

(a) Emergency machinery, vehicles, or work; or
(b) Construction equipment, vehicles, or work between the following approved hours, provided that all required permits for such construction, repair, or remodeling have been obtained from the appropriate City departments.

Hours for Construction Activities:

7:00 a.m. – 7:00 p.m., Mondays through Fridays
9:00 a.m. – 6:00 p.m., Saturdays

Prohibited all hours, Sundays and the following specified federal holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

(c) Waiver procedure. An applicant may request approval of a minor modification for a temporary waiver for construction equipment, vehicles, or work outside these permitted hours. The minor modification may be granted by the development services director or his/her designee. Any temporary waiver shall take into

consideration the unusual circumstances requiring construction activity outside the permitted hours and the short-term impacts upon nearby residential and business communities.

Minor modification findings shall indicate whether or not the extended construction hours will be materially detrimental to the health, safety, and general welfare of persons residing or working within the immediate vicinity of the construction site.

Unless a temporary waiver is approved, construction activity outside the permitted hours shall still be subject to the city's noise regulations.

EXISTING CONDITIONS

Stationary Sources

The project area is located within an urbanized area. The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment, commercial areas, parking areas, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Mobile Traffic Noise Sources

The majority of the existing noise in the project area is generated from vehicle sources along SR-73 and Baker Street. According to the *City of Costa Mesa 2015-2035 Draft General Plan* (Draft General Plan Update), the project site is located within the 60-70 dBA CNEL traffic noise contour.

Aircraft Noise

John Wayne Airport, located approximately 1.50 miles east of the project site, emits noticeable overflight noise in the vicinity of the project site. However, according to the *Land Use Plan for John Wayne Airport*, the project site is not located within any airport noise contour zones.[1]

Sensitive Receptors

Certain land uses are particularly sensitive to noise, including schools, hospitals, rest homes, long-term medical and mental care facilities, and parks and recreation areas. Residential areas are also considered noise sensitive, especially during the nighttime hours. The closest existing sensitive receptors include residential uses located approximately 125 feet to the north, 380 feet to the southeast, 90 feet to the south, and adjoining residential uses to the west of the project site. Two schools are also located in the vicinity of the project site, Saint John Baptist School (approximately 345 feet to the west), and Sonora Elementary School (adjoining to the south).

[1] John Wayne Airport, Orange County, *John Wayne Airport 2015 Annual 60, 65, 70, and 75 CNEL Noise Contours*, http://www.ocair.com/reportspublications/AccessNoise/cnelnoisecontours/2015.pdf, accessed April 28, 2016.

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

Less Than Significant Impact With Mitigation Incorporated.

Short-Term Construction

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction of the proposed project would occur over approximately 24 months and would include demolition, grading, building construction, and paving. Ground-borne noise and other types of construction-related noise impacts would typically occur during the initial construction phases. These phases of construction have the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in Table 4.12-4, *Maximum Noise Levels Generated by Construction Equipment*. It should be noted that the noise levels identified in Table 4.12-4 are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 4.12-4
Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)
Concrete Saw	20	90
Crane	16	81
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78
Paver	50	77
Roller	20	80
Tractor	40	84
Water Truck	40	80
Grader	40	85
General Industrial Equipment	50	85

Note:
1 – Acoustical use factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.
Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, January 2006.

Pursuant to the City's Noise Ordinance, construction activities are permitted between 7:00 a.m. and 7:00 p.m. on weekdays, between 9:00 a.m. and 6:00 p.m. on Saturdays, and are prohibited on Sundays and federal holidays (Standard Condition 4.12-1). These permitted hours of construction are required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction

noise as it requires construction equipment to be equipped with properly operating and maintained mufflers and other state required noise attenuation devices. Thus, a less than significant noise impact would result from construction activities.

Operational Noise Sources

Mobile Traffic Noise

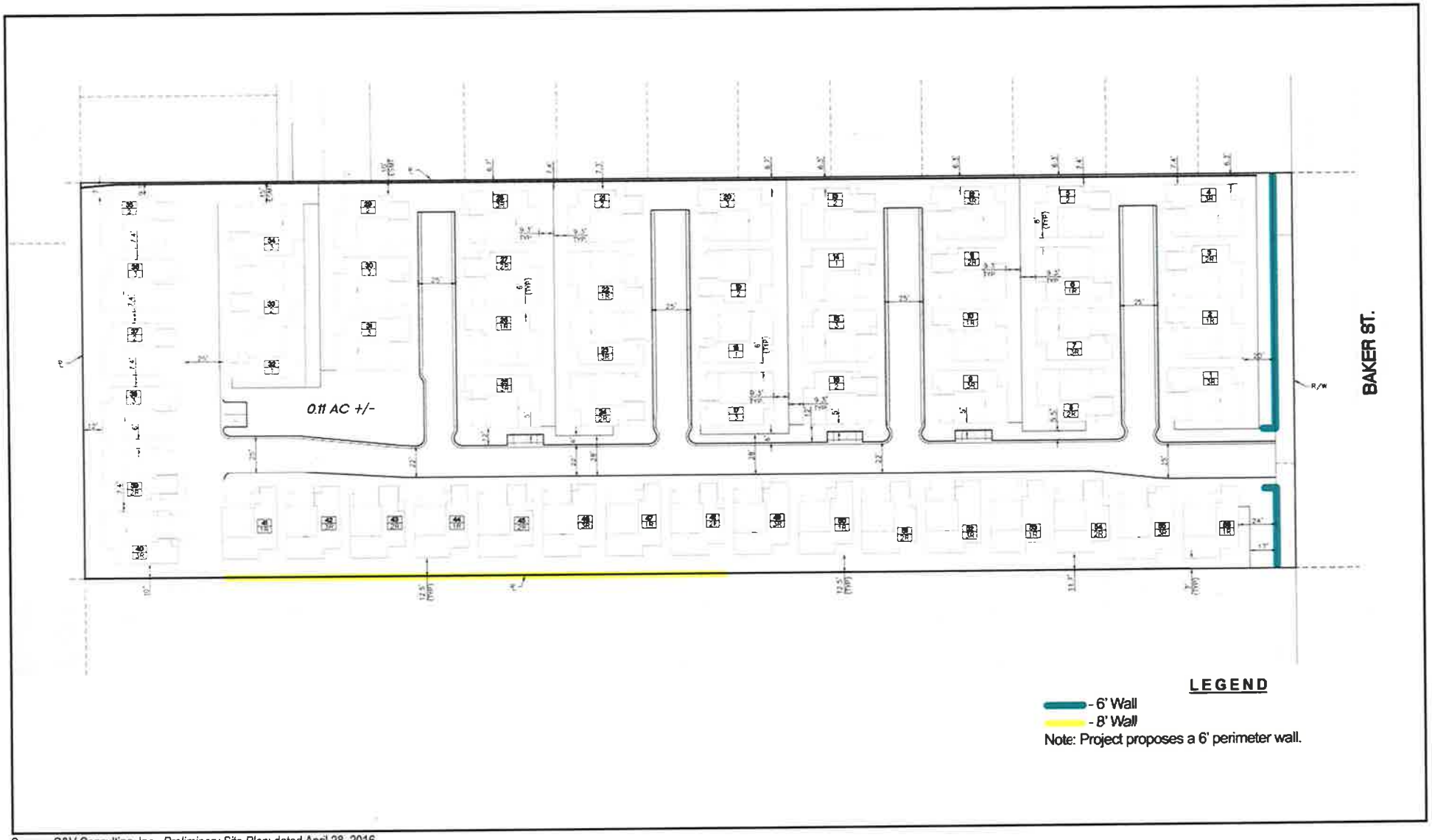
The proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. According to the Noise Impact Analysis, traffic noise levels along Baker Street would be approximately 71 dBA CNEL at 50 feet from the roadway centerline. The first row of residential uses proposed along Baker Street would experience noise levels of approximately 70 dBA CNEL on the first floor, and 69 dBA CNEL on the second floor, which would exceed the City's exterior standard (65 dBA CNEL) and interior standard (45.0 dBA CNEL).[2] The remaining residential uses on-site would be shielded from traffic noise.

As the City's exterior and interior noise standards would be exceeded at the project site as a result of mobile traffic noise along Baker Street, noise attenuation measures are required. According to the Noise Impact Analysis, the project would include a six-foot masonry wall along the site perimeter to attenuate traffic noise levels to below City standards; refer to Exhibit 4.12-1, *Noise Barrier Locations*. In addition, to attenuate interior noise levels to below 45.0 dBA CNEL at the front row residences along Baker Street (Units 1 through 4, and 56), the project would be required to provide dual-paned windows, and a supplemental ventilation system with a specified fraction of fresh make-up air (refer to Mitigation Measure NOI-2). In addition, Mitigation Measure NOI-3 requires the project Applicant to submit a final acoustical report to the City detailing that the development would be sound-attenuated against existing and projected noise levels to meet City interior and exterior noise standards. With construction of the six-foot perimeter wall and compliance with Mitigation Measures NOI-2 and NOI-3, the City's exterior and interior noise standards would not be exceeded by mobile traffic noise at the project site. A less than significant impact would occur in this regard.

Stationary Source Noise

A Newport-Mesa Unified School District building adjoins the project site to the east, which operates a refrigeration condenser unit and fan approximately 5-10 feet from the project site boundary. The condenser appears to be an older model without modern noise reduction features, which results in high noise levels while it is operating. In addition, a food preparation facility located at the Newport-Mesa Unified School District building to the east has an elevated system of ventilation louvers in close proximity to the project site. As compared with the refrigeration condenser unit noise, the ventilation noise is lower in decibel levels, but substantially above ground level. The louvers' location precludes the use of typical physical shielding for noise reduction, such as a wall.

[2] A 20 dBA noise attenuation rate was utilized to determine the interior noise levels for standard construction per the U.S. Department of Housing and Urban Development, *The Noise Guidebook*, March 2009, page 14. Receptors the exposed to noise levels beyond the City's noise standards would be required to use heating, ventilation, and air conditioning (HVAC) to ensure a "closed window" condition is satisfied.



Source: C&V Consulting, Inc., *Preliminary Site Plan*; dated April 28, 2016.

NOT TO SCALE

Michael Baker INTERNATIONAL

06/16 • JN 153149

929 BAKER STREET RESIDENTIAL
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Noise Barrier Locations

Exhibit 4.12-1

The City's Noise Ordinance regulates the allowable noise level crossing a shared property line for exterior areas and interior for residential uses; refer to Table 4.12-3. The Noise Ordinance's allowable noise levels in Table 4.12-3 are expressed as a level not to be exceeded for more than 30 minutes per hour with some allowable excursions above the baseline. The Newport-Mesa Unified School District property's refrigeration condenser unit operates and generates noise for more than 30 minutes and can run for several hours in a row; therefore, the basic standards in Table 4.12-3 apply without considering any allowable deviations. A 22-hour noise measurement at the property line closest to the condenser unit and in proximity to the vents was conducted as part of the Noise Impact Analysis. The 30-minute levels and the instantaneous noise levels exceed the allowable exterior noise standard for almost every hour monitored as shown in Table 4.12-5, *Refrigeration Condenser Unit Noise Measurement*.

Table 4.12-5
Refrigeration Condenser Unit Noise Measurement

Time Interval	Average Level (dBA)	Max (dBA)
12:00-13:00	76	76
13:00-14:00	76	76
14:00-15:00	76	76
15:00-16:00	76	76
16:00-17:00	76	77
17:00-18:00	76	77
18:00-19:00	76	77
19:00-20:00	61	77
20:00-21:00	76	77
21:00-22:00	61	77
22:00-23:00	60	77
23:00-24:00	60	77
0:00-1:00	59	77
1:00-2:00	60	77
2:00-3:00	52	67
3:00-4:00	50	60
4:00-5:00	59	77
5:00:6:00	62	77
6:00-7:00	64	78
7:00-8:00	77	77
8:00-9:00	76	78
9:00-10:00	76	77

Notes:
1 – Acoustical use factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Hans Giroux & Associates, *929 Baker Street, Costa Mesa Noise Letter*, dated February 16, 2016; refer to Appendix 8.5, *Noise Impact Analysis*.

As shown in Table 4.12-5, the Newport-Mesa Unified School District property's refrigeration condenser unit generates noise levels that would exceed the City's standards for residential uses at the project site. Specifically, the proposed residential uses along the eastern property line of the project site would be exposed to noise levels in exceedance of City standards. As such, noise attenuation measures were considered.

According to the Noise Impact Analysis, replacement of the noise-producing equipment (at the Newport-Mesa Unified School District building to the east) and erection of a noise wall are sufficient mitigation measures to reduce the noise to acceptable levels (Mitigation Measure NOI-2). Modern large condenser fans are 14 dBA quieter than the existing refrigeration condenser unit at the Newport-Mesa Unified School District property to the east. In addition, replacement of the existing simple slatted louvers by aluminum acoustic louvers at the Newport-Mesa Unified School District property to the east would substantially reduce the level of excess noise (typically 10-15 dBA). The combination of updating the refrigeration condenser unit and ventilation louvers at the Newport-Mesa Unified School District property, as well as the construction of an 8-foot high perimeter wall at the rear of these units (units 41 through 48) would meet the City's Noise Ordinance for residential units and a less than significant impact would occur.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction impacts and operations as the proposed project, less than significant impacts would result with compliance with Standard Condition 4.12-1, and Mitigation Measures NOI-1 through NOI-3.

Standard Conditions:

SC 4.12-1 Noise-generating construction activities, including truck traffic coming to and from the construction site for any purpose, shall be limited to between the hours of 7:00 am and 7:00 pm on Mondays through Fridays; to between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays; and shall not be permitted at any time on Sundays or federal holidays.

Mitigation Measures:

NOI-1 Prior to Grading Permit issuance, the project Applicant shall demonstrate, to the satisfaction of the City of Costa Mesa Development Services Director that the project complies with the following:

- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.
- Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.

NOI-2 After the plot plans and architectural drawings have been developed, and prior to the issuance of building permits, the project Applicant shall demonstrate, to the satisfaction of the City of Costa Mesa Building Official that the proposed project plans and specifications include the following noise attenuation measures:

- A six-foot noise barrier along Units 1 through 4 and 56 (as depicted in Exhibit 4.12-1).

- An eight-foot noise barrier along Units 41 through 48 (as depicted in Exhibit 4.12-1).
- Units 1 through 4, and 56 shall contain dual-paned windows (as required by code), and shall include fresh air duct capable of providing 30 cubic feet per minute (CFM) of air with the duct opening oriented away from the primary noise source.
- The project Applicant shall work with the Newport-Mesa School District to replace the existing refrigeration condenser unit with a sound power rating of 7.6 or less, or that the noise levels coming from the noise-generating equipment would be reduced by 14 dBA.
- The project Applicant shall work with the Newport-Mesa School District to replace the existing slatted louvers with aluminum acoustic louvers.

NOI-3 Prior to the issuance of Certificate of Occupancy, the project Applicant shall submit a final acoustical report prepared to the satisfaction of the City of Costa Mesa Development Services Director. The report shall show that the development would be sound-attenuated against present and projected noise levels to meet City interior and exterior noise standards. In order to demonstrate that all mitigation measures have been incorporated into the project, the report shall be accompanied by a list identifying the sheet(s) of the building plans that include the approved mitigation measures.

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

Less Than Significant Impact. Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The vibration produced by construction equipment is illustrated in Table 4.12-6, *Typical Vibration Levels for Construction Equipment*.

Table 4.12-6
Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second)	Approximate peak particle velocity at 50 feet (inches/second)
Large bulldozer	0.089	0.031
Loaded trucks	0.076	0.027
Small bulldozer	0.003	0.001
Jackhammer	0.035	0.012

Notes:
1. Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006. Table 12-2.
2. Calculated using the following formula:

$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

where: PPV (equip) = the peak particle velocity in inch per second of the equipment adjusted for the distance

PPV (ref) = the reference vibration level in inch per second from Table 12-2 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*

D = the distance from the equipment to the receiver

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006.

The nearest structures to the project site include an adjoining residential use to the west. Groundborne vibration decreases rapidly with distance. As indicated in Table 4.12-6, based on the Federal Transit Administration (FTA) data, vibration velocities from typical heavy construction equipment operation that would be used during project construction range from 0.003 to 0.089 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity, and would range from 0.001 to 0.031 inch-per-second PPV at 50 feet. With regard to the proposed project, groundborne vibration would be generated primarily during grading activities on-site and by off-site haul-truck travel. Although the existing residential uses are located within 10 feet of the project site, the proposed construction activities would not be capable of exceeding the 0.2 inch-per-second PPV significance threshold for vibration, as construction activities would be limited and would not be concentrated within 25 feet of the adjacent structures for an extended period of time. Therefore, vibration impacts would be less than significant.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction impacts and operations as the proposed project, less than significant impacts would result (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. Refer to Impact Statement 4.12(a), Long-Term Operational Impacts.

Site Plan Alternative

As the Site Plan Alternative would result in the same operations as the proposed project, less than significant impacts would result with implementation of Mitigation Measures NOI-2 and NOI-3.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: Refer to Mitigation Measures NOI-2 and NOI-3.

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

Less Than Significant Impact With Mitigation Incorporated. Refer to Impact Statements 4.12(a) and 4.12(b) above.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction impacts and operations as the proposed project, less than significant impacts would result with compliance with Standard Condition 4.12-1, and Mitigation Measures NOI-1 through NOI-3.

Standard Conditions: Refer to SC 4.12-1.

Mitigation Measures: Refer to Mitigation Measures NOI-1 through NOI-3.

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

No Impact. The nearest airport to the project site is the John Wayne Airport, located approximately 1.50 miles east of the project site. However, according to the *Land Use Plan for John Wayne Airport*, the project site is not located within any airport noise contour zones.[3] Therefore, project implementation would not expose people residing or working in the project area to excessive noise levels associated with aircraft.

Site Plan Alternative

As the Site Plan Alternative would result in the same operations as the proposed project, no impacts would result (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

[3] John Wayne Airport, Orange County, *John Wayne Airport 2015 Annual 60, 65, 70, and 75 CNEL Noise Contours*, http://www.ocair.com/reportspublications/AccessNoise/cnelnoisecontours/2015.pdf, accessed April 28, 2016.

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

No Impact. The project site is not located within the vicinity of a private airstrip or related facilities. Therefore, no impacts would occur in this regard.

Site Plan Alternative

As the Site Plan Alternative would result in the same operations as the proposed project, no impacts would result (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

4.13 POPULATION AND HOUSING

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

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

Less Than Significant Impact. The project involves the demolition of a self-storage building and the construction of 56 new single-family residential units. Therefore, project implementation could induce direct population growth in the City through the development of new residences.

As of January 2016, the average number of persons per household in the City of Costa Mesa is 2.74 persons per household.[1] Based on an estimate of 2.74 persons per unit, the 56 dwelling units proposed by the project could generate an increase in the City's population of approximately 154 persons. The potential population growth associated with the project would represent approximately 0.13 percent of the City's current population of 114,603 persons.[2]

Potential growth-inducing impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. The Southern California Association of Government's (SCAG) growth forecasts estimate the City's population to reach 116,400 persons by 2040, representing an increase of 1,797 persons between 2015 and 2040.[3] The project's total population generation (154 persons) represents approximately 0.13 percent of the 2040 population anticipated for the City by SCAG. SCAG's regional growth projections are based upon long-range development assumptions (i.e., General Plans) of the relevant jurisdiction. Thus, the proposed project would not substantially induce population growth due to the increase in on-site residents, as the growth that would occur at the project site is consistent with growth already anticipated to occur in the City by the General Plan. Therefore, the proposed project would result in a less than significant impact regarding population growth.

---

[1] State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011- 2016*, May 1, 2016.

[2] Ibid.

[3] Southern California Association of Governments, *2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction*, April 2016.

Site Plan Alternative

The Site Plan Alternative would result in the same population increase as the proposed project. Thus, similar to the proposed project, less than significant impacts regarding population growth would occur.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Implementation of the proposed project would demolish the existing on-site self-storage facility. No housing exists on the project site. Therefore, project implementation would not displace any existing housing units or people.

Site Plan Alternative

As the Site Plan Alternative would occupy the same site as the proposed project, no impacts would result in this regard (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Response 4.13(b).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

4.14 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?			✓	
4) Parks?			✓	
5) Other public facilities?			✓	

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

1) Fire protection?

Less Than Significant Impact. The Costa Mesa Fire Department (CMFD) provides fire protection and emergency response services to the City, including the project site. The CMFD is comprised of three divisions: Fire Administration; Fire/Rescue/Emergency Medical Services; and Fire Prevention/Community Risk Reduction. The Fire/Rescue/Emergency Medical Services Division staffs six fire stations, 24-hours a day, 7 days a week. The CMFD is currently budgeted for 84 full-time staff members, 78 sworn positions, and 6 non-sworn positions.[1] Part-time staffing consists of 3.25 full-time equivalents to serve within the three divisions.[2] The Fire Prevention/Community Risk Reduction Division provides public education, emergency management, life safety planning and inspections, and code enforcement services. The CMFD has three paramedic assessment units (PAU), which are operated by a captain, an engineer, and a firefighter/paramedic, one paramedic engine company with four personnel[3], rescue ambulances

[1] City of Costa Mesa, *About Fire & Rescue*, http://www.costamesaca.gov/index.aspx?page=184, accessed April 20, 2016.
[2] Ibid.
[3] City of Costa Mesa, *Paramedic Engine Company,* http://www.costamesaca.gov/index.aspx?page=1474, accessed April 20, 2016.

staffed with two firefighter/paramedics[4], a 100-foot aerial ladder truck company[5], an emergency command vehicle staffed daily by a battalion chief[6], and an urban search and rescue vehicle.[7] The closest station to the project is the Baker Fire Station, located at 800 Baker Street, is approximately 0.33 mile east of the project site.

The proposed project is not expected to result in the construction of new or physically altered fire facilities. The CMFD's goal is to respond to 80 percent of emergency calls for service requests within five minutes.[8] The proposed subdivision would include one ingress/egress driveway at Baker Street. The project proposes a primary interior street designed with a 25-foot width and secondary streets designed with 24-foot widths. The project's design would be subject to compliance with the requirements set forth in the 2013 California Fire Code and all incorporated amendments, and the 2013 International Fire Code, as noted in Municipal Code Title 7, *Fire Protection and Prevention*. The project plans would be reviewed and approved by the Costa Mesa Building and Fire Departments, which would ensure adequate emergency access, fire hydrant availability, and compliance with all applicable codes and standards. The proposed project would include features such as fire-resistant construction materials, fire alarm/sprinkler systems, fire hydrants, and adequate fire access for emergency vehicles. Upon compliance with existing City Municipal Code requirements and Standard Conditions 4.14-1 through 4.14-7, impacts in this regard would be less than significant.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction impacts and operations as the proposed project, less than significant impacts would result with compliance with Federal, State, and local laws and regulations as well as implementation of the existing City Municipal Code requirements and Standard Conditions 4.14-1 through 4.14-7 (similar to the proposed project).

Standard Conditions:

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

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

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

---

[4] City of Costa Mesa, *Rescue Ambulance,* http://www.costamesaca.gov/index.aspx?page=1770, accessed April 20, 2016.

[5] City of Costa Mesa, *100-Foot Aerial Ladder Truck,* http://www.costamesaca.gov/index.aspx?page=1452, accessed April 20, 2016.

[6] City of Costa Mesa, *Emergency Command Vehicle,* http://www.costamesaca.gov/index.aspx?page=1455, accessed April 20, 2016.

[7] City of Costa Mesa, *Urban Search & Rescue,* http://www.costamesaca.gov/index.aspx?page=1453, accessed April 20, 2016.

[8] City of Costa Mesa, *City of Costa Mesa 2015-2035 Draft General Plan*, March 4, 2016.

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

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

SC 4.14-6 The project shall provide a fire alarm system.

SC 4.14-7 The project shall provide individual numeric signage for proposed residences with minimum 6 inches height.

Mitigation Measures: No mitigation measures are required.

2) Police protection?

Less Than Significant Impact. The Costa Mesa Police Department (CMPD) provides police protection services to the City, including the project site. The CMPD operates out of their headquarters, located at 99 Fair Drive, which is located approximately 1.07 miles northeast of the project site. The CMPD is comprised of three divisions, Administration, Field Operations, and Support Services, and is currently staffed by 196 full-time positions (130 are sworn and 66 are civilians), and various part-time positions. In addition, the CMPD currently contracts with the Huntington Beach Police Department for airborne law enforcement patrols and related services.[9] The CMPD implemented geographic-based policing, which divides the City into two areas, based upon calls for service and geographical boundaries. The project site is located within Patrol Area 2, overseen by the Field Operations captain and an area commander.[10]

The project is expected to result in similar service calls typical of a residential neighborhood (similar to that in the area). It is not expected that long-term operation of the project would require new or physically altered police facilities, the construction of which could cause significant environmental impacts. The project would be subject to compliance with Standard Condition 4.14-8, in order to enhance police protection services. In addition, the project would be subject to site plan review by the City Building Department and CMPD to ensure that it meets City safety requirements. Thus, impacts in this regard would be less than significant.

Site Plan Alternative

As the Site Plan Alternative would result in the same operations as the proposed project, less than significant impacts would result with compliance with Standard Condition 4.14-8 (similar to the proposed project).

Standard Conditions:

SC 4.14-8 As final building plans are submitted to the City of Costa Mesa for review and approval, the Costa Mesa Police Department shall review all plans for the purpose of ensuring that design requirements are incorporated into the building design to increase safety and avoid unsafe conditions. These measures focus on security measures are recommended by the Police Department, including but not limited to, the following:

[9] City of Costa Mesa, *City of Costa Mesa 2015-2035 Draft General Plan*, March 4, 2016.
[10] City of Costa Mesa, *Patrol Area 2,* http://38.106.5.76/index.aspx?page=342, accessed April 22, 2016.

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

Mitigation Measures: No mitigation measures are required.

3) Schools?

Less Than Significant Impact. The project site is located within the Newport Mesa Unified School District (NMUSD) (served by Sonora Elementary School [located at 966 Sonora Road], Davis Elementary School [located at 1050 Arlington Drive], and Costa Mesa High School [located at 2650 Fairview Road] with school enrollments of approximately 527 students, 569 students, and 1,779 students, respectively).[11]

The project would result in an increase in the demand for school facilities. Based on a student generation factor of 0.26 students per dwelling unit, the proposed 56 residential units could generate a total of 15 students. The project would be subject to the requirements of Assembly Bill (AB) 2926 and Senate Bill (SB) 50, which allow school districts to collect impact fees from developers of new residential projects. The NMUSD collects $1.84 per square foot of residential uses from developers.[12] According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." The project Applicant would be subject to payment of this development fee pursuant to Standard Condition 4.14-9, which would fully mitigate any potential impact to NMUSD school facilities. Thus, upon payment of required fees by the project Applicant consistent with existing State requirements, impacts in this regard would be less than significant.

Site Plan Alternative

As the Site Plan Alternative would result in the same operations as the proposed project, less than significant impacts would result with compliance with Standard Condition 4.14-9 (similar to the proposed project).

[11] Newport-Mesa Unified School District, *School Accountability Report Cards,* http://web.nmusd.us/sarc, accessed April 25, 2016.

[12] City of Costa Mesa, *Development Fees Information,* http://www.costamesaca.gov/modules/showdocument.aspx?documentid=218, accessed April 25, 2016.

Standard Conditions:

SC 4.14-9 Prior to issuance of building permits, the Developer shall pay applicable school impact fees for residential development.

Mitigation Measures: No mitigation measures are required.

4) Parks?

Less Than Significant Impact. The nearest public parks to the project site are Paularino Park, located approximately 0.34-mile northwest of the project site, and Shiffer Park, located approximately 0.43-mile northeast of the project site. The project would directly increase population in the project area by 154 persons. This increase in population could result in an increased demand for parks. The City has a park standard of 4.26 acres of parkland for every 1,000 residents. Based on the City's parkland demand factor, project implementation would generate a demand for approximately 0.66 acres of parkland. The project would construct a private park on-site (approximately 0.11 acre), which may offset parkland impacts. Therefore, the project Applicant would be required to pay applicable development impact fees pursuant to Standard Condition 4.14-10, which would mitigate any potential impact to park facilities. Thus, upon compliance with the payment of parkland development fees, impacts in this regard would be reduced to less than significant levels.

Site Plan Alternative

Development of the Site Plan Alternative would result in the construction of a slightly smaller on-site park use (0.10 acre instead of the project's 0.11 acre park). However, similar to the proposed project, compliance with Standard Condition 4.14-10 would reduce impacts in this regard to less than significant levels.

Standard Conditions:

SC 4.14-10 Prior to issuance of building permits and/or final occupancy, the Developer shall pay applicable parkland impact fees for residential development.

Mitigation Measures: No mitigation measures are required.

5) Other public facilities?

Less Than Significant Impact. Other public services that could potentially be impacted by the proposed project include public libraries. There are three public libraries within the City of Costa Mesa. The nearest public library to the project site is the Costa Mesa Technology Library which is located 1.55 miles southwest at 2263 Fairview Avenue. A facility needs assessment was prepared for the Costa Mesa Public Library system that concluded a new 20,000-square-foot building (which would increase items in the collection from 68,000 to 95,000 items) would be required to meet the long-term demands of the service area.[13] Currently, a new library facility is tentatively planned at the Dungan Library, which would be constructed as part of the new

[13] City of Costa Mesa and MIG, Inc., *Draft Environmental Impact Report for the 2015-2015 General Plan,* March 4, 2016.

community center (replacing facilities at their current location).[14] As described in Response 4.13(a), the proposed project would result in a citywide population increase of approximately 0.14 percent. This increase in population would have a minimal impact on public library services. Thus, impacts in this regard would be less than significant.

Site Plan Alternative

As the Site Plan Alternative would result in the same operations as the proposed project, less than significant impacts would result (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

[14] City of Costa Mesa, *City of Costa Mesa 2015-2035 Draft General Plan*, March 4, 2016.

4.15 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?			✓	

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

Less Than Significant Impact. Refer to Response 4.14(a)(4).

Standard Conditions: Refer to SC 4.14-10.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The proposed project provides a 0.11 acre park. The proposed park feature would include a play structure, rubberized play surface, a pet waste dispenser, decorative benches, picnic tables, and pedestal-type BBQs. As recreational space amenities would be provided to serve the residents, there would be no need for the construction or expansion of recreational facilities. No impacts to recreation beyond those described in Response 4.14(a)(4) are anticipated. A less than significant impact would occur in this regard.

Site Plan Alternative

Development of the Site Plan Alternative would result in the construction of a slightly smaller on-site park use (0.10 acre instead of the project's 0.11 acre park). However, similar to the proposed project, no impacts to recreation beyond those described in Response 4.14(a)(4) are anticipated. A less than significant impact would occur in this regard.

Standard Conditions: Refer to SC 4.14-10.

Mitigation Measures: No mitigation measures are required.

This page intentionally left blank.

4.16 TRANSPORTATION/TRAFFIC

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

This section is based upon the *De Nova Homes Baker Street Residential Project Traffic Impact Analysis* (Traffic Impact Analysis), prepared by Transpo Group (dated January 2016); refer to Appendix 8.6, *Traffic Impact Analysis*. The purpose of the Traffic Impact Analysis is to evaluate potential project impacts related to traffic and circulation in the vicinity of the project site. The evaluation considers impacts on local intersections and regional transportation facilities. The following analysis scenarios are evaluated in this section:

- Existing Conditions;
- Forecast Existing With Project Conditions;
- Forecast Opening Year 2017 Without Project Conditions; and
- Forecast Opening Year 2017 With Project Conditions.

STUDY AREA

This analysis focuses on the weekday a.m. (7:00 a.m. to 9:00 a.m.) peak period and the p.m. (4:00 p.m. to 6:00 p.m.) peak period. These periods represent the highest cumulative total traffic for the adjacent street system. The study intersections, which are mapped on Exhibit 4.16-1, *Study Area Intersections*, include the following:

1. Milbro Street/Baker Street;
2. Bear Street/Baker Street;
3. Bear Street/State Route 73 (SR-73) Southbound Ramps; and
4. Bear Street/SR-73 Northbound Ramps.

CITY ANALYSIS METHODOLOGY

Signalized Intersections

The operational characteristics of an intersection are determined by calculating the intersection's level of service (LOS). The intersection as a whole and its individual turning movements can be described alphabetically with a range of levels of service (A through F), with LOS A indicating free-flow traffic and LOS F indicating extreme congestion and long vehicle delays. At signalized intersections, LOS was calculated using the Intersection Capacity Utilization (ICU) methodology. LOS at signalized intersections is measured based on the sum of the volume to capacity (v/c) ratio of the critical movements. Table 4.16-1, *Level of Service Criteria for Signalized Intersections Using ICU Methodology*, shows the relationship between v/c ratio and LOS for signalized intersections.

Table 4.16-1
Level of Service Criteria for Signalized Intersections Using ICU Methodology

Level of Service	V/C Ratio	General Description (Signalized Intersections)
A	≤ 0.60	Free Flow
B	0.61 to ≤ 0.70	Stable Flow (slight delays)
C	0.71 to ≤ 0.80	Stable Flow (acceptable delays)
D	0.81 to ≤ 0.90	Approaching unstable flow (tolerable delay, occasional wait through more than one signal cycle before proceeding)
E	0.91 to ≤ 1.00	Unstable Flow (intolerable delay)
F	> 1.00	Forced flow (jammed)

Notes: V/C Ratio = Volume to Capacity Ratio.
Source: Transpo Group, *De Nova Homes Baker Street Residential Project Traffic Impact Analysis*, January 2016; provided in Appendix 8.6.

For the intersections that are also under the jurisdiction of Caltrans (the SR-73 ramps at Bear Street), the LOS was also calculated using the Highway Capacity Manual (HCM) 2010 methodology. In this method, LOS is defined in terms of a weighted average control delay for the entire intersection. Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday p.m. peak hour).

Source: Transpo Group, *De Nova Homes Baker Street Residential Project Traffic Impact Analysis*, dated January 2016.

Michael Baker INTERNATIONAL

06/16 • JN 153149

929 BAKER STREET RESIDENTIAL
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Study Area Intersections

Exhibit 4.16-1

Control delay is a complex measure based on many variables, including signal phasing and coordination (i.e., progression of movements through the intersection and along the corridor), signal cycle length, and traffic volumes with respect to intersection capacity and resulting queues. Table 4.16-2, *Relationship Between Delay and LOS at Signalized Intersections*, summarizes the LOS criteria for signalized intersections, as described in the HCM 2010.

Table 4.16-2
Relationship Between Delay and LOS at Signalized Intersections

Level of Service[1]	Average Control Delay (seconds/vehicle)	General Description (Signalized Intersections)
A	≤ 10	Free Flow
B	>10 – 20	Stable Flow (slight delays)
C	>20 – 35	Stable Flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasional wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable Flow (intolerable delay)
F	>80	Forced flow (congested and queues fail to clear)

Notes:
1. If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0 LOS F is assigned to the individual lane group. LOS for overall approach or intersection is determined solely by the control delay.

Source: Transpo Group, *De Nova Homes Baker Street Residential Project Traffic Impact Analysis*, January 2016; provided in Appendix 8.6.

Unsignalized Intersections

LOS at unsignalized intersections is classified by two intersection types: all-way stop-controlled and two-way stop-controlled. LOS for unsignalized intersections was calculated using the HCM 2010 methodology. All-way, stop-controlled intersection LOS is expressed in terms of the average vehicle delay of all of the movements, much like that of a signalized intersection. Two-way, stop-controlled intersection LOS is defined in terms of the average vehicle delay of an individual movement(s). This is because the performance of a two-way, stop-controlled intersection is more closely reflected in terms of its individual movements, rather than its performance overall. For this reason, LOS for a two-way, stop-controlled intersection is defined in terms of its individual movements. With this in mind, total average vehicle delay (i.e., average delay of all movements) for a two-way, stop-controlled intersection should be viewed with discretion. Table 4.16-3, *Level of Service Criteria for Unsignalized Intersections*, shows the relationship between vehicle delay and LOS for unsignalized intersections (both all-way and two-way, stop-controlled).

Future Traffic Forecasts

Opening Year (2017) without-project traffic volumes were determined by adding a growth rate of one percent per year to the existing traffic volumes, plus traffic from approved and pending (cumulative) projects in the City of Costa Mesa.

Table 4.16-3
Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

Source: Transpo Group, *De Nova Homes Baker Street Residential Project Traffic Impact Analysis*, January 2016; provided in Appendix 8.6.

Significance Criteria

The City of Costa Mesa, in the General Plan Circulation Element, has adopted a performance standard of LOS D (peak hour ICU less than or equal to 0.90) for all intersections under the sole control of the City. A significant impact would occur if the project were to cause an intersection to deteriorate from satisfactory to unsatisfactory LOS, or would add 0.01 to the ICU at an intersection already operating at LOS E or F in the without-project condition.

EXISTING ROADWAY SYSTEM

The characteristics of the roadway system in the vicinity of the project site are depicted in Table 4.16-4, *Study Area Existing Street System Summary*. Traffic control and geometrics at study area intersections is illustrated in Figure 3, *Existing Traffic Controls and Geometrics*, of the Traffic Impact Analysis. A bus stop is located adjacent to the project site and is served by Orange County Transportation Authority (OCTA) bus routes 173 and 55. Route 173 provides service between downtown Huntington Beach and South Coast Plaza. Route 55 provides service between Fashion Island and the Santa Ana train depot.

Table 4.16-4
Study Area Existing Street System Summary

Roadway	Street Classification	Posted Speed Limit	Number of Travel Lanes	Parking	Sidewalks	Bicycle Lanes
Baker Street west of Bear Street	Primary Arterial	40 mph	4[1]	No	Yes	Yes
Baker Street east of Bear Street	Major Arterial	40 mph	4	No	Yes	Yes
Baker Street north of Baker Street	Major Arterial	40 mph	4	No	Yes	Yes
Baker Street south of Baker Street	Collector	30 mph	2	No	Yes	No
Milbro Street	Local Street	25 mph	2	Yes	Yes	No

mph = miles per hour

Notes:
1. Baker Street has 5 lanes between Milbro Street and Bear Street.

Source: Transpo Group, *De Nova Homes Baker Street Residential Project Traffic Impact Analysis*, January 2016; provided in Appendix 8.6.

EXISTING TRAFFIC VOLUMES

Existing turning movement counts at the study intersections were conducted in November 2015. The existing condition reflects those land uses that were built and occupied at the time of the traffic counts. This includes the existing self-storage facility that currently occupies the project site. Existing weekday a.m. and p.m. peak hour traffic volumes are summarized on Figure 4, *Existing Peak Hour Traffic Volumes*, of the Traffic Impact Analysis and were used to evaluate existing traffic conditions.

Opening Year (2017) Traffic Volumes

As noted in the methodology section, project Opening Year traffic volumes were forecast by adding a growth rate of one percent per year to the existing traffic volumes. City of Costa Mesa staff provided a list of 35 cumulative projects throughout the City for use in developing the Opening Year traffic volumes. The list of projects provided by the City can be found in Appendix B, *Cumulative Project List from City*, of the Traffic Impact Analysis. The project description and location of each project were reviewed and it was determined that the following five projects have the potential to add traffic to the project study area:

- 125 East Baker Street (240 apartment dwelling units);
- 789 Paularino Avenue (19 detached condominium dwelling units);
- 2626 Harbor Boulevard (33 single-family detached dwelling units);
- 585-595 Anton Boulevard (484 condominium dwelling units); and
- 3350 Avenue of The Arts (100 condominium dwelling units).

It should be noted that the 585-595 Anton Boulevard project is entitled for either 393 apartment dwelling units or 484 condominium dwelling units. The trip generation was calculated using 484 condominium dwelling units as it would generate more trips than 393 apartments. The trip generation for the cumulative development projects is shown in Table 4.16-5, *Cumulative Projects Trip Generation*. As shown in Table 4.16-5, the cumulative projects would generate 5,414 daily trips with 412 trips occurring during the a.m. peak hour and 495 trips occurring during the p.m. peak hour.

Existing Conditions Peak Hour Intersection Level of Service

Table 4.16-6, *Existing Conditions AM/PM Peak Hour Intersection LOS (ICU Methodology)*, summarizes existing conditions a.m. and p.m. peak hour LOS of the study intersections using the ICU methodology. Table 4.16-7, *Existing Conditions AM/PM Peak Hour Intersection LOS (HCM Methodology)*, summarizes existing conditions a.m. and p.m. peak hour LOS of the study intersections using the HCM methodology. As depicted in Table 4.16-6 and Table 4.16-7, all study intersections currently operate at satisfactory LOS D or better during both the a.m. and p.m. peak hours.

Table 4.16-5
Cumulative Projects Trip Generation

Land Use *(ITE Code)*	Units	Daily	AM Peak Hour Trip Rates			PM Peak Hour Trip Rates		
			In	Out	Total	In	Out	Total
Trip Rates								
Single-Family Detached Residential (210)	DU	9.52	0.19	0.56	0.75	0.63	0.37	1.00
Apartment (220)	DU	6.65	0.10	0.41	0.51	0.40	0.22	0.62
Condominium (230)	DU	5.81	0.07	0.37	0.44	0.35	0.17	0.52
Cumulative Projects Trip Generation								
125 East Baker Street (Apartments)	240 DU	1,596	21	98	112	97	52	149
789 Paularino Avenue (Detached Condominiums)	19 DU	110	1	7	8	7	3	10
2626 Harbor Blvd (Single-Family Detached)	33 DU	314	6	19	25	21	12	33
585-595 Anton Blvd (Condominiums)[1]	484 DU	2,812	36	177	213	169	83	252
3350 Avenue of The Arts (Condominiums)	100 DU	581	7	37	44	35	17	52
Total Trip Generation	--	*5,414*	*76*	*337*	*412*	*328*	*168*	*495*

Notes: DU = dwelling units
1. Entitled for either 393 apartments or 484 condominiums. Trip Generation was calculated sing 484 condominiums as it generates more trips than apartments.

Source: Transpo Group, *De Nova Homes Baker Street Residential Project Traffic Impact Analysis*, January 2016; provided in Appendix 8.6.

Table 4.16-6
Existing Conditions AM/PM Peak Hour Intersection LOS (ICU Methodology)

Study Intersection		Existing Conditions			
		AM Peak Hour		PM Peak Hour	
		LOS[1]	V/C[2]	LOS[1]	V/C[2]
1	Milbro Street/Baker Street	B	0.619	A	0.521
2	Bear Street/Baker Street	C	0.737	D	0.812
3	Bear Street/SR-73 SB Ramps	B	0.685	B	0.632
4	Bear Street/SR-73 SB Ramps	B	0.651	C	0.789

Notes:
1. Level of Service, based on Intersection Capacity Utilization (ICU).
2. Volume to Capacity Ratio.

Source: Transpo Group, *De Nova Homes Baker Street Residential Project Traffic Impact Analysis*, January 2016.

Table 4.16-7
Existing Conditions AM/PM Peak Hour Intersection LOS (HCM Methodology)

Study Intersection		Existing Conditions			
		AM Peak Hour		PM Peak Hour	
		LOS[1]	Delay[2]	LOS[1]	Delay
3	Bear Street/SR-73 SB Ramps	B	12.1	B	19.3
4	Bear Street/SR-73 SB Ramps	B	12.5	D	40.0

Notes:
1. HCM 2010 does not run signalized LOS for intersections with shared lanes. Therefore, LOS at the SR-73/Bear Street Ramps is evaluated using HCM 2000 for signalized intersections.
2. Delay in seconds per vehicle.

Source: Transpo Group, *De Nova Homes Baker Street Residential Project Traffic Impact Analysis*, January 2016; provided in Appendix 8.6.

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

Less Than Significant Impact With Mitigation Incorporated. Project-related impacts on the surrounding roadway system are analyzed below.

Project Trip Generation

The vehicle trip generation for the project was developed using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation (9th Edition, 2012). The project would replace the existing self-storage facility. Because the self-storage facility is currently in operation and adding trips to the surrounding roadway network, the vehicle trips generated by the self-storage facility were subtracted from the trip generation of the proposed project.

Table 4.16-8, *Project Trip Generation*, shows the trip generation of the project during the a.m. and p.m. peak hours and on a daily basis, as well as the existing self-storage facility trip generation and the net new trips expected to be generated by the project. The General Plan allows up to 12 dwelling units per acre on the project site. The project would construct approximately 11.89 dwelling units per acre. As a result, the trip generation for the maximum use allowed under the General Plan is approximately the same as the project trip generation shown in Table 4.16-8. As shown in Table 4.16-8, the project would generate 366 net new daily, 30 net new a.m. peak hour, and 29 net new p.m. peak hour vehicle trips.

Table 4.16-8
Project Trip Generation

Land Use *(ITE Code)*	Units	Daily	AM Peak Hour Trip Rates			PM Peak Hour Trip Rates		
			In	Out	Total	In	Out	Total
Trip Rates								
Single-Family Detached Residential (210)	DU	9.52	0.188	0.563	0.750	0.630	0.370	1.000
Self-Storage (151)	Ac	35.430	1.161	1.419	2.580	1.785	1.785	3.570
Project Trip Generation								
Proposed Residential Project	56 DU	533	11	32	42	35	21	56
Existing Self-Storage Facility	4.71 Ac	-167	-5	-7	-12	-8	-8	-17
*Total Net Trip Generation**	--	*366*	*5*	*25*	*30*	*27*	*12*	*39*

Notes: DU = dwelling units; Ac = Acre, * = Totals may be off due to rounding.
Source: Transpo Group, *De Nova Homes Baker Street Residential Project Traffic Impact Analysis*, January 2016; provided in Appendix 8.6.

Trip Distribution and Assignment

Project trips were distributed to the study area intersections using logical travel paths between the project and local and regional destinations. The forecast trip distribution is shown in Figure 6, *Project Trip Distribution*, of the Traffic Impact Analysis. Project trips were assigned to the study area intersections by multiplying the project trip generation by the trip distribution percent at each location. The project trip assignment is shown in Figure 7, *Project Trip Assignment*, of the Traffic Impact Analysis.

Traffic Volumes

Existing and Opening Year (2017) with-project traffic volumes were determined by adding the project trips to the Existing and Opening Year (2017) without-project traffic volumes. Figure 8, *Existing With-Project Peak Hour Traffic Volumes*, of the Traffic Impact Analysis shows the Existing Plus Project weekday a.m. and p.m. peak hour traffic volumes at the study intersections.

Forecast Existing With-Project Intersection Operations

An intersection operations analysis was conducted for the study area to evaluate the Existing Plus Project weekday a.m. and p.m. peak hour conditions with the project. Intersection operations were calculated using the LOS methodology described previously. Table 4.16-9, *Existing and Existing Plus Project Weekday Peak Hour Intersection LOS (ICU Methodology)*, and Table 4.16-10, *Existing and Existing Plus Project Weekday Peak Hour Intersection LOS (HCM Methodology)*, provide a comparison between the Existing and Existing Plus Project conditions for the weekday a.m. and p.m. peak hours. Detailed LOS worksheets are included in Appendix C, *LOS Worksheets*, of the Traffic Impact Analysis.

Table 4.16-9
Existing and Existing Plus Project Weekday Peak Hour Intersection LOS (ICU Methodology)

	Study Intersection	Existing Conditions				Existing With Project				V/C Change	
		AM Peak		PM Peak		AM Peak Hour		PM Peak Hour		AM	PM
		LOS[1]	V/C[2]	LOS[1]	V/C[2]	LOS[1]	V/C[2]	LOS[1]	V/C[2]		
1	Milbro Street/Baker Street	B	0.619	A	0.521	B	0.619	A	0.521	0.000	0.000
2	Bear Street/Baker Street	C	0.737	D	0.812	C	0.740	D	0.817	0.003	0.005
3	Bear Street/SR-73 SB Ramps	B	0.685	B	0.632	B	0.690	B	0.636	0.005	0.004
4	Bear Street/SR-73 SB Ramps	B	0.651	C	0.789	B	0.655	C	0.791	0.004	0.020

Notes:
1. Level of Service, based on Intersection Capacity Utilization (ICU).
2. Volume to Capacity Ratio.

Source: Transpo Group, *De Nova Homes Baker Street Residential Project Traffic Impact Analysis*, January 2016; provided in Appendix 8.6.

Table 4.16-10
Existing and Existing Plus Project Weekday Peak Hour Intersection LOS (HCM Methodology)

	Study Intersection	Existing Conditions				Existing With Project			
		AM Peak		PM Peak		AM Peak Hour		PM Peak Hour	
		LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]
3	Bear Street/SR-73 SB Ramps	B	12.1	B	19.3	B	12.4	C	20.2
4	Bear Street/SR-73 SB Ramps	B	12.5	C	40.0	B	12.9	D	40.8

Notes:
1. HCM 2010 does not run signalized LOS for intersections with shared lanes. Therefore, LOS at the SR-73/Bear Street Ramps is evaluated using HCM 2000 for signalized intersections.
2. Delay in seconds per vehicle.

Source: Transpo Group, *De Nova Homes Baker Street Residential Project Traffic Impact Analysis*, January 2016; provided in Appendix 8.6.

As shown in Table 4.16-9 and Table 4.16-10, all study intersections currently operate satisfactorily at LOS D or better during the a.m. and p.m. peak hours and are forecast to continue to operate at LOS D or better during the weekday a.m. and p.m. peak hours with the addition of project traffic. All study area intersections would meet the City's LOS D standard and no project impacts are anticipated in the Existing Plus Project condition. Further, implementation of the proposed project would be required to comply with Standard Condition 4.16-1, which requires payment of fees, as applicable, in accordance with Costa Mesa's traffic impact fee program to mitigate project-generated traffic impacts (including regional traffic).

Year 2017 Without Project Conditions Intersection Operations

To determine potential traffic impacts of the proposed project on the study area at the 2017 opening year, forecast year 2017 without project conditions are examined prior to forecast year 2017 with project conditions.

Table 4.16-11, *Opening Year (2017) Weekday Peak Hour Intersection LOS (ICU Methodology)*, summarizes the opening year without project conditions a.m. and p.m. peak hour LOS of the study intersections using the ICU methodology. Table 4.16-12, *Opening Year (2017) Weekday Peak Hour Intersection LOS (HCM Methodology)*, summarizes the opening year without project a.m. and p.m. peak hour LOS of the study intersections using the HCM methodology. As depicted in Table 4.16-11 and Table 4.16-12, all study intersections currently operate at LOS D or better in the Opening Year (2017) without project conditions during both the a.m. and p.m. peak hours.

Table 4.16-11
Opening Year (2017) Without Project Weekday Peak Hour Intersection LOS (ICU Methodology)

Study Intersection		Opening Year (2017) Conditions			
		AM Peak Hour		PM Peak Hour	
		LOS[1]	V/C[2]	LOS[1]	V/C[2]
1	Milbro Street/Baker Street	B	0.632	A	0.533
2	Bear Street/Baker Street	C	0.752	D	0.834
3	Bear Street/SR-73 SB Ramps	C	0.719	B	0.666
4	Bear Street/SR-73 SB Ramps	B	0.686	D	0.822

Notes:
1. Level of Service, based on Intersection Capacity Utilization (ICU).
2. Volume to Capacity Ratio.

Source: Transpo Group, *De Nova Homes Baker Street Residential Project Traffic Impact Analysis*, January 2016; provided in Appendix 8.6.

Table 4.16-12
Opening Year (2017) Without Project Weekday Peak Hour Intersection LOS (HCM Methodology)

Study Intersection		Opening Year (2017) Conditions			
		AM Peak Hour		PM Peak Hour	
		LOS[1]	Delay[2]	LOS[1]	Delay
3	Bear Street/SR-73 SB Ramps	B	17.8	C	30.9
4	Bear Street/SR-73 SB Ramps	B	14.7	D	51.1

Notes:
1. HCM 2010 does not run signalized LOS for intersections with shared lanes. Therefore, LOS at the SR-73/Bear Street Ramps is evaluated using HCM 2000 for signalized intersections.
2. Delay in seconds per vehicle.

Source: Transpo Group, *De Nova Homes Baker Street Residential Project Traffic Impact Analysis*, January 2016; provided in Appendix 8.6.

Year 2017 Plus Project Conditions Intersection Operations

This section analyzes traffic conditions associated with the addition of trips forecast to be generated by the proposed project to Opening Year 2017 Plus Project conditions. Opening Year 2017 Plus Project conditions volumes were derived by adding project-generated trips to forecast

year 2017 without project condition traffic volumes. Table 4.16-13, *Opening Year and Opening Year With Project Weekday Peak Hour Intersection LOS (ICU Methodology)*, and Table 4.16-14, *Opening Year and Opening Year With Project Weekday Peak Hour (HCM Methodology)*, provide a comparison between the Opening Year (2017) with and without project conditions for the weekday a.m. and p.m. peak hours. Detailed LOS worksheets are included in Appendix C of the Traffic Impact Analysis.

Table 4.16-13
Opening Year and Opening Year With Project Weekday Peak Hour Intersection LOS (ICU Methodology)

Study Intersection		Opening Year (2017)				Opening Year (2017) With Project				V/C Change	
		AM Peak		PM Peak		AM Peak Hour		PM Peak Hour		AM	PM
		LOS[1]	V/C[2]	LOS[1]	V/C[2]	LOS[1]	V/C[2]	LOS[1]	V/C[2]		
1	Milbro Street/Baker Street	B	0.632	A	0.533	B	0.633	A	0.533	0.001	0.000
2	Bear Street/Baker Street	C	0.752	D	0.834	C	0.755	D	0.839	0.003	0.005
3	Bear Street/SR-73 SB Ramps	C	0.719	B	0.666	C	0.724	B	0.669	0.005	0.003
4	Bear Street/SR-73 SB Ramps	B	0.686	D	0.822	B	0.690	D	0.824	0.004	0.002

Notes:
1. Level of Service, based on Intersection Capacity Utilization (ICU).
2. Volume to Capacity Ratio.

Source: Transpo Group, *De Nova Homes Baker Street Residential Project Traffic Impact Analysis*, January 2016; provided in Appendix 8.6.

Table 4.16-14
Opening Year and Opening Year With Project Weekday Peak Hour (HCM Methodology)

Study Intersection		Opening Year (2017)				Opening Year (2017) With Project			
		AM Peak		PM Peak		AM Peak Hour		PM Peak Hour	
		LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]	LOS[1]	Delay[2]
3	Bear Street/SR-73 SB Ramps	B	17.8	C	30.9	B	19.2	C	32.1
4	Bear Street/SR-73 SB Ramps	B	14.7	D	51.1	B	15.0	D	51.7

Notes:
1. HCM 2010 does not run signalized LOS for intersections with shared lanes. Therefore, LOS at the SR-73/Bear Street Ramps is evaluated using HCM 2000 for signalized intersections.
2. Delay in seconds per vehicle.

Source: Transpo Group, *De Nova Homes Baker Street Residential Project Traffic Impact Analysis*, January 2016; provided in Appendix 8.6.

As shown in Table 4.16-13 and Table 4.16-14, all study intersections currently operate at satisfactory LOS D or better during the a.m. and p.m. peak hours and are forecast to continue to operate at satisfactory LOS D or better during the weekday a.m. and p.m. peak hours with the addition of project traffic. All study area intersections would meet the City's LOS D standard and less than significant impacts would result in the Opening Year (2017) Plus Project condition.

Project Access

The existing self-storage facility is served by two full-access driveways on Baker Street. The project proposes to consolidate the two driveways into one full-access driveway located approximately 340 feet west of Bear Street. An analysis of the existing and proposed driveway was prepared to evaluate the without and with project traffic operations. The existing driveways have been evaluated as one consolidated driveway to provide a comparison between existing and with project conditions. Table 4.16-15, *Project Driveway Operations Analysis*, shows the traffic operations at the project driveway for the without-project and with-project conditions.

Table 4.16-15
Project Driveway Operations Analysis

Study Intersection[1]	AM Peak Hour		PM Peak Hour	
	LOS	Delay[2]	LOS	Delay
Existing Without Project	E	38.3	C	23.5
Existing With Project	E	49.5	D	29.5
Opening Year (2017) Without Project	E	41.6	D	25.4
Opening Year (2017) With Project	F	55.0	D	32.1

Notes:
1. The two existing project driveways have been combined to one driveway in the without-project analysis.
2. Delay in seconds per vehicle.

Source: Transpo Group, *De Nova Homes Baker Street Residential Project Traffic Impact Analysis*, January 2016; provided in Appendix 8.6.

As shown in Table 4.16-15, the project driveway currently operates at LOS E during the a.m. peak hour, which exceeds the City's goal of LOS D. It should be noted that Objective CIR-1A.11 in the City's General Plan Circulation Element specifies that the LOS D standard applies to intersections "under the sole control of the City". Because the project driveway would be a private driveway, the entire intersection would not be under the control of the City and therefore the criteria would not apply.

The delay at the project driveway identified in Table 4.16-15 would only be experienced by project residents turning left out of the driveway onto Baker Street during the a.m. peak hour. The majority of the drivers at the intersection, those proceeding eastbound and westbound on Baker Street, would not experience any delay at the project driveway. It is possible that residents turning left out of the driveway could become impatient and instead turn right and then make a U-turn at Bear Street. If this were to occur, approximately 4 vehicles would be added to the eastbound U-turn movement at Bear Street. The LOS would not change with the addition of U-turns to the Bear Street/Baker Street intersection. Thus, in order to ensure impacts at the project driveway remain less than significant during the a.m. peak hour, left turn movements would be prohibited for vehicles exiting the project driveway (Mitigation Measure TRA-1).

Figure 10, *Project Driveway Location and Queuing on Baker Street*, of the Traffic Impact Analysis shows the project driveway in relation to the turn lanes on Baker Street. As shown in the figure, the eastbound left-turn lanes at Bear Street are approximately 290 feet long. The proposed driveway would be located approximately 340 feet from Bear Street. This is 50 feet west of the terminus of the eastbound left-turn lane at Bear Street and approximately 15 feet east of the existing bus stop and concrete bus pad. To identify the existing eastbound left-turn queue at Bear

Street, the left-turn queue was observed on Tuesday, November 17, 2015. The maximum queue observed was 13 vehicles during the 15 minutes from 8:00 a.m. to 8:15 a.m. A queue of 13 vehicles was again observed between 5:00 p.m. and 5:15 p.m. Review of the video used to conduct the queuing surveys shows that the maximum queue of 13 vehicles did not exceed the length of the turn lane (290 feet, or approximately 22.3 feet per vehicle). This queue would end approximately 50 feet east of the project driveway, thereby leaving room for at least two vehicles to queue while turning into the project driveway. This is adequate to accommodate the 95th percentile queue of one vehicle or less in the Existing and Opening Year (2017) with-project conditions.

Thus, with implementation of the recommended Mitigation Measure TRA-1, and as illustrated in the left turn queuing analysis at Bear Street, impacts at the project driveway would remain less than significant and no secondary impacts at the Bear Street intersection would result.

Site Plan Alternative

As the Site Plan Alternative would result in the same operations as the proposed project, less than significant impacts would result with implementation of Standard Condition 4.16-1 (similar to the proposed project).

Standard Conditions:

SC 4.16-1 The project Applicant shall be responsible for the payment of fees in accordance with Costa Mesa's traffic impact fee program to mitigate project-generated traffic impacts (including regional traffic).

Mitigation Measures:

TRA-1 Prior to issuance of building permits, the project Applicant shall submit a plan to the City Engineer that demonstrates that the project driveway would be constructed with appropriate treatments to ensure right turn out only movements are allowed from the project site to Baker Street.

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

No Impact. The purpose of the Congestion Management Program (CMP) is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the County, consistent with that of the Southern California Association of Governments (SCAG). The CMP requires review of substantial individual projects, which might on their own impact the CMP transportation system. Specifically, the Congestion Management Program (CMP) Traffic Impact Analysis (TIA) measures impacts of a project on the CMP Highway System (CMPHS). Development projects that generate more than 2,400 daily trips are subject to a TIA for CMP evaluation. For projects that would directly access or be in close proximity to a CMP Highway System link, a reduced threshold of 1,600 trips per day is used.

As discussed above, under Response 4.16(a), the project would generate up to 336 additional daily trips, including an additional 30 a.m. peak hour trips and an additional 29 p.m. peak hour trips, than currently occur under existing conditions. The project would generate a total of 533 daily trips, and thus would not meet the criteria for a CMP TIA. Project-related impacts on applicable CMPs and other established standards are considered less than significant.

Site Plan Alternative

As the Site Plan Alternative would result in the same operations as the proposed project, less than significant impacts would result (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

c) ***Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

No Impact. The nearest airport to the project site is the John Wayne Airport, located approximately 1.50 miles east of the project site. The project involves a 56-unit residential development and would not result in a change in air traffic patterns. Due to distance and nature of the proposed project, the project would not result in any change in air traffic patterns or traffic levels. Therefore, no impact would occur.

Site Plan Alternative

The Site Plan Alternative would occur at the same location as the project and would result in the same operations. Thus, similar to the proposed project, no impacts would result in this regard.

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The proposed project is not anticipated to result in significant impacts related to hazardous design features. The proposed project would construct a site access driveway along Baker Street. This driveway would be designed and constructed in accordance with City standards to minimize the potential for safety risks. Thus, impacts in regard would be less than significant.

Site Plan Alternative

As the Site Plan Alternative would occur at the same location as the project and would result in the same operations, less than significant impacts would result in this regard (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

e) *Result in inadequate emergency access?*

Less Than Significant Impact. Development of the proposed project would provide emergency access to persons at the project site via access along Baker Street. All appropriate fire and emergency access conditions would be incorporated into the design of the project. Prior to final site plan approval, the Applicant would be required to submit plans to the Costa Mesa Police Department and Orange County Fire Authority (OCFA) for review of compliance with applicable regulations. With implementation of the existing City standards and regulations, site access would be sufficient for emergency vehicles and impacts in this regard would be less than significant.

Site Plan Alternative

As the Site Plan Alternative would occur at the same location as the project and would result in the same operations, less than significant impacts would result with compliance with the City's Municipal Code regulations (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

f) *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

Less Than Significant Impact. The project would not conflict with adopted policies, plans, or programs supporting alternative transportation. The project site is served by OCTA Routes 173 and 55. In addition, there are sidewalks and bicycle lanes on both Baker Street and Bear Street. Pedestrian and bicycle counts were collected at the same time as the traffic counts at study area intersections. According to the counts, there were approximately 46 pedestrian and bicycle crossings at Milbro Street/Baker Street during the a.m. peak period and 57 pedestrian and bicycle crossings during the p.m. peak period. At Bear Street/Baker Street, there were approximately 33 bicycle and pedestrian crossings during the a.m. peak period and 52 during the p.m. peak period.

The project is not anticipated to result in a significant addition of transit, bicycle, or pedestrian trips. According to the 2014 American Communities Survey, in Costa Mesa, approximately three percent of commute trips are made by transit and 10 percent are made by walking or bicycle. For the proposed project (56 dwelling units), this would be fewer than two commute trips by transit and fewer than 6 trips by walking or bicycle. The transit, walking, and bicycle trips generated by the project are unlikely to exceed the capacity of the existing bicycle or pedestrian network. Thus, impacts in this regard would be less than significant.

Site Plan Alternative

As the Site Plan Alternative would occur at the same location as the project and would result in the same operations, less than significant impacts would result in this regard (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation is required.

4.17 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Less Than Significant Impact. The Regional Water Quality Control Board (RWQCB), Santa Ana Region, issued a National Pollutant Discharge Elimination System (NPDES) permit, which includes the City as a Permittee. The NPDES permit implements federal and state law governing point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffuse runoff of water from adjacent land uses) to surface waters of the United States.

The project site is currently developed and wastewater collection services are provided to the site by the Costa Mesa Sanitary District (CMSD). CMSD is responsible for sewer collection services and transmission to the Orange County Sanitation District facilities for treatment and disposal and provides service to all of Costa Mesa, portions of Newport Beach, and unincorporated Orange County. CMSD maintains 219.4 miles of gravity sewer mains and approximately 4,650 sewer manholes within the system. There are 20 sewer lift stations located within the collection system.

The proposed project would result in the demolition of the existing self-storage facility and the construction of a new single-family residential development. Due to the interference from a large

City storm drain and two water lines, the project would connect to the proposed 8-inch sewer in Post Road near the southwest corner of the project site.[1] The proposed pipelines would include a new 8-inch sewer pipeline that would connect to the existing storm drain in Post Road and new 18-inch storm drains that would connect to the proposed bio-filtration basins and then the existing 72-inch storm drain in Baker Street. While the project would result in an increase in population at the site, the CMSD has indicated that it has adequate capacity to serve the proposed project, and the project would not result in a violation of the existing requirements prescribed by the Santa Ana RWQCB;[2] refer to Appendix 8.7, *Utilities Correspondence*.

The project is also subject to compliance with an on-site sewer cleaning requirements. Regular cleaning is a requirement under the State of California, State Water Resources Control Board Order No. 2006-0003, and Statewide General Waste Discharge Requirements (WDR) for Wastewater Collection Agencies, adopted on May 2, 2006. The CMSD would be responsible for meeting all State and Federal wastewater treatment requirements. Thus, upon compliance with all requirements of the CMSD (enforced through Standard Conditions 4.17-1 through 4.17-4), project implementation would not cause an exceedance of wastewater treatment requirements and impacts in this regard would be less than significant.

Site Plan Alternative

The Site Plan Alternative would result in the similar construction impacts and operations as the proposed project. Less than significant impacts would result following compliance with the requirements of the CMSD (required per Standard Conditions 4.17-1 through 4.17-4) (similar to the proposed project).

Standard Conditions:

SC 4.17-1 Applicant would be required to construct sewers to serve the project, at his/her own expense, meeting the approval of the Costa Mesa Sanitary District.

SC 4.17-2 County Sanitation District fees, fixtures fees, inspection fees, and sewer permit are required prior to installation of sewer.

SC 4.17-3 The Applicant shall submit a plan showing sewer improvements that meets the District Engineer's approval to the Building Division as part of the plans submitted for plan check.

SC 4.17-4 The Applicant would be required to contact the Costa Mesa Sanitary District to arrange final sign-off prior to Certificate of Occupancy being released.

Mitigation Measures: No mitigation measures are required.

b) ***Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

[1] Written Communication: Robin B. Hamers, District Engineer, Costa Mesa Sanitation District, September 25, 2015.

[2] Ibid.

Less Than Significant Impact. The Mesa Consolidated Water District (Mesa Water) provides water service to 108,000 residents in an 18-square-mile area. The service area includes the City of Costa Mesa, parts of Newport Beach, and some unincorporated sections of Orange County. The project site is located within Mesa Water's Division 4.[3]

Existing 6-inch City water mains are located within Post Road and Baker Street. The project would include 8-inch water lines on-site, and would connect to both of the existing 6-inch water mains within both Post Road and Baker Street. Per a letter issued by the Mesa Water, there is sufficient water supply and adequate pressure for Mesa Water to serve the project, including fire protection (refer to Appendix 8.7). In addition, the project Applicant is required to pay all associated costs resulting from the necessary improvements for the proposed project. Impacts regarding wastewater treatment facilities are described in Response 4.17(a), above. As such, it is not anticipated that any water or wastewater facilities would be required to serve the project that would result in a significant environmental effect. Refer to Response 4.17(d), below, for a discussion of water supply impacts. Thus, upon payment of required fees, impacts in this regard would be less than significant.

Site Plan Alternative

As the Site Plan Alternative would result in the same number of units as the proposed project, less than significant impacts would result upon payment of required fees (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

c) *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant Impact. Currently, there is an existing 72-inch storm drain in Baker Street and an 8-inch storm drain in Post Road near the project site. The existing drainage at the project site sheet flows off-site to the north.

The proposed project would construct new 18-inch storm drains that would connect to the proposed bio-filtration basins and then the existing 72-inch storm drain in Baker Street and new 8-inch storm drains that would connect to the existing 8-inch storm drain in Post Road. The project Applicant would be required to pay appropriate bonds for construction per the Municipal Code requirements. The project would not include the development of onsite drainage facilities and would not include the construction of off-site drainage facilities. These construction activities have been considered throughout this Initial Study and have been specifically discussed as applicable. Based on the analysis presented throughout this Initial Study, with implementation of the recommended mitigation measures, as applicable, no significant environmental impacts would result in this regard.

[3] Mesa Consolidated Water District, *Director Divisions Mesa Water District,* March 2014.

Site Plan Alternative

As the Site Plan Alternative would result in the same number of units as the proposed project, less than significant impacts would result upon payment of required bonds for construction (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Less Than Significant Impact. Mesa Water provides water service and would serve the project site. Mesa Water receives its water from two main sources: the Lower Santa Ana River Groundwater basin, which is managed by the Orange County Water District (OCWD) and imported water from the Municipal Water District of Orange County (MWDOC). Groundwater is pumped from six wells that pump clear water from the basin and two wells that pump colored water. The colored water is treated at the Colored Water Treatment Facility (CWTF) and imported water is treated at the Diemer Filtration Plant and is delivered to Mesa Water through the imported water connections.

Based on the Mesa Water's *2010 Urban Water Management Plan* (UWMP), Mesa Water has a total water demand of 19,400 acre-feet annually consisting of 2,400 acre-feet of imported water, 15,900 acre-feet of local groundwater, and 1,100 acre-feet of recycled water. Mesa Water's 2015 interim water use target is 161.1 gallons per capita per day (GPCD) and the 2020 final water use target is 143.2 GPCD.

The UWMP includes an analysis of water supply reliability projected through 2035. Based on the analysis, Mesa Water would be capable of providing adequate water supply to its service area under a normal supply and demand scenario, single dry-year supply and demand scenario, and multiple dry-year supply and demand scenarios through 2035. Thus, the UWMP accounts for increased demand as growth within the City occurs.

The UWMP projects a 10 percent increase in Mesa Water's service area population over the next 25 years, representing an average growth rate of 0.4 percent per year. Based on Table 2-2, *Population – Current and Projected,* Mesa Water currently serves 111,166 people and projects to serve up to 121,426 in the year 2035. Due to the introduction of new residents (approximately 154 persons), the project would result in a nominal increase in water demand of 1.5 percent of the total increase in Mesa Water's service area population over the next 25 years (10,260 people). The UWMP demonstrates that adequate supply is available to serve the City through the long-range year of 2035. The UWMP projections are based on OCWD Orange County Basin Production Percentage (BPP) and sources of imported water supplies. The OCWD BPP is set based on groundwater conditions, availability of imported water supplies, and Basin management objectives. The sources of imported water supplies include the Colorado River via the Colorado Aqueduct and the Lake Oroville watershed in Northern California through the State Water Project (SWP). This water is treated at the Robert B. Diemer Filtration Plant located north of Yorba Linda. Typically, the Diemer Filtration Plant receives a blend of Colorado River water from Lake Mathews through the Metropolitan Lower Feeder and SWP water through the Yorba Linda Feeder. Based

on a letter issued by Mesa Water, Mesa Water can and would supply the proposed project (refer to Appendix 8.7).[4] As such, impacts in this regard would be less than significant.

Site Plan Alternative

As the Site Plan Alternative would result in the same number of units as the proposed project, less than significant impacts pertaining to water supply would result (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Refer to Response 4.17(a), above.

Mitigation Measures: No mitigation measures are required.

f) ***Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

Less Than Significant Impact. The City of Costa Mesa including the project site would be served by the following solid waste facilities and landfills: Frank R. Bowerman Sanitary Landfill, Olinda Alpha Sanitary Landfill, and Prima Deschecha Sanitary Landfill. The Frank R. Bowerman Sanitary Landfill has a total permitted capacity of 266,000,000 cubic yards, a remaining capacity of 205,000,000 cubic yards of solid waste, allows 11,500 tons per day of permitted throughput per day and has an estimated closure date of December 31, 2053.[5] The Olinda Alpha Sanitary Landfill has a total permitted capacity of 148,800,000 cubic yards, a remaining capacity of 36,589,707 cubic yards of solid waste, allows 8,000 tons per day of permitted throughput per day and has an estimated closure date of December 31, 2021.[6] The Prima Deschecha Sanitary Landfill has a total permitted capacity of 172,900,000 cubic yards, a remaining capacity of 87,384,799 cubic yards of solid waste, allows 4,000 tons per day of permitted throughput per day and has an estimated closure date of December 31, 2067.[7] Based on the most conservative option, the Olinda Alpha Sanitary Landfill has approximately 25 percent remaining capacity.

The proposed project would result in the generation of solid waste during the construction process, in addition to solid waste generated by on-site residents during long-term operations. A net increase of approximately 154 persons would occur with implementation of the proposed project. However, this increase in solid waste generation is not expected to be substantial based upon the capacity available at Frank R. Bowerman Landfill, Olinda Alpha Sanitary Landfill, and

[4] Written Communication: Phil Lauri, P.E., District Engineer, Mesa Water District, September 24, 2015.

[5] CalRecycle official website, *Facility/Site Summary Details: Frank R. Bowerman Sanitary LF (30-AB-0360)*, http://www.calrecycle.ca.gov/SWFacilities/ Directory/30-AB-0360/Detail/, accessed April 25, 2016.

[6] CalRecycle official website, *Facility/Site Summary Details: Olinda Alpha Sanitary Landfill (30-AB-0035)*, http://www.calrecycle.ca.gov/SWFacilities/Directory/30-AB-0035/Detail/, accessed April 25, 2016.

[7] CalRecycle official website, *Facility/Site Summary Details: Prima Deshecha Sanitary Landfill (30-AB-0019)*, http://www.calrecycle.ca.gov/SWFacilities/Directory/30-AB-0019/Detail/, accessed April 25, 2016.

Prima Deschecha Sanitary Landfill. Additionally, the project would be subject to compliance with Standard Condition 4.17-5, which addresses Costa Mesa Sanitary District consultation. Thus, the project would be served by a landfill with sufficient permitted capacity to accommodate the project's waste disposal needs and impacts in this regard would be less than significant.

Site Plan Alternative

As the Site Plan Alternative would result in the same number of units as the proposed project, less than significant impacts would result with compliance with Standard Condition 4.17-5 (similar to the proposed project).

Standard Conditions:

SC 4.17-5 The project Applicant would be required to coordinate with the Costa Mesa Sanitary District to comply with all recommended studies and improvements, prior to issuance of a building permit.

Mitigation Measures: No mitigation measures are required.

g) *Comply with federal, state and local statutes and regulations related to solid waste?*

Less Than Significant Impact. AB 939 requires that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. SB 2202 clarified that local governments shall continue to divert 50 percent of all solid waste on and after January 1, 2000. SB 1016 introduced a per capita disposal measurement system that measures the 50 percent diversion requirement using a disposal measurement equivalent. For the 2014 reporting year, Costa Mesa's per Resident Disposal Rate was 4.8 pounds per day and Per Employee Disposal Rate was 6.6 pounds per day, which were less than the City's Disposal Rate Targets of 8.5 pounds per day per Resident and 11.3 pounds per day per Employee.[8] Notwithstanding, the proposed project would be required to comply with the City's Source Reduction and Recycling Element (SRRE) for diverting solid waste. Compliance with the SRRE would reduce the volume of solid waste ultimately disposed of at a landfill. Additionally, compliance with the SRRE would be in furtherance of increasing the City's Resident and Employee pounds per day rates) and meeting AB 939's 50 percent diversion requirement. Continued compliance with the SRRE would ensure that the proposed project would comply with the statutes and regulations related to solid waste. Therefore, less than significant impacts would occur in this regard.

Site Plan Alternative

As the Site Plan Alternative would result in the same number of units as the proposed project, less than significant impacts would result (similar to the proposed project).

Standard Conditions: No standard conditions are applicable.

Mitigation Measures: No mitigation measures are required.

[8] CalRecycle, *Countywide, Regionwide, and Statewide Jurisdiction Diversion/Disposal Progress Report,* http://www.calrecycle.ca.gov/lgcentral/Reports/jurisdiction/diversiondisposal.aspx, accessed May 10, 2016.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓	
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

a) ***Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Less Than Significant Impact. The project site is within a developed urbanized area, and there are no rare, endangered, or threatened plants and animal species within the project site. No impacts to biological resources would occur.

As noted above within Section 4.5, *Cultural Resources*, the site exists within a highly developed area and the project site has been completely disturbed as a result of the existing on-site structure. No known cultural resources exist within the boundaries of the site. Although it is not expected that cultural resources would be encountered during construction, the project would require excavation. As such, Standard Conditions 4.5-1 through 4.5-3 have been provided in the unlikely event such resources are discovered during the grading and excavation process. Upon implementation of the Standard Conditions 4.5-1 through 4.5-3, impacts would be reduced to less than significant levels.

Site Plan Alternative

As the Site Plan Alternative would result in the same construction impacts and operations as the proposed project, less than significant impacts would result with implementation of Standard Conditions 4.5-1 through 4.5-3 (similar to the proposed project).

b) ***Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?***

Less Than Significant Impact. As noted within Section 4.0, *Environmental Analysis*, impacts related to the proposed project would be less than significant with implementation of standard conditions and recommended mitigation measures. No impacts related to the project have been identified that would be individually limited, but cumulatively considerable for the issue areas analyzed within this Initial Study. The proposed project would be consistent with the City's long-range development plans for the project site as it would represent a use consistent with the surrounding development. Thus, impacts in this regard would be less than significant.

Site Plan Alternative

As the Site Plan Alternative would result in the same operations as the proposed project, less than significant impacts would result in this regard (similar to the proposed project).

c) ***Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?***

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study reviewed the proposed project's potential impacts related to aesthetics, air pollution, noise, greenhouse gas emissions, geology and soils, and other issues. Standard conditions and recommended mitigation measures have been incorporated into the project that would reduce the potential adverse impacts on human beings to a less than significant level. Therefore, with implementation of recommended mitigation measures, the proposed project would not result in environmental impacts that would cause substantial adverse effects on human beings.

Site Plan Alternative

The Site Plan Alternative would result in similar construction impacts and operations as the proposed project. As discussed throughout the Initial Study, impacts in this regard would be reduced to less than significant levels with compliance with Standard Conditions and recommended Mitigation Measures (similar to the proposed project).

5.0 INVENTORY OF STANDARD CONDITIONS AND MITIGATION MEASURES

AESTHETICS

Standard Conditions:

SC 4.1.1 Prior to the issuance of Building Permits, the project Applicant shall submit a Lighting Plan and Photometric Study for the approval of the City's Development Services Department. The Lighting Plan shall demonstrate compliance with the following:

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

AIR QUALITY

Standard Conditions:

SC 4.3-1 All construction contractors shall comply with South Coast Air Quality Management District (SCAQMD) regulations, including Rule 403, Fugitive Dust. All grading (regardless of acreage) shall apply best available control measures for fugitive dust in accordance with Rule 403. To ensure that the project is in full compliance with applicable SCAQMD dust regulations and that there is no nuisance impact off the site, the contractor would implement each of the following:

- Moisten soil not more than 15 minutes prior to moving soil or conduct whatever watering is necessary to prevent visible dust emissions from exceeding 100 feet in any direction.
- Apply chemical stabilizers to disturbed surface areas (completed grading areas) within five days of completing grading or apply dust suppressants or vegetation sufficient to maintain a stabilized surface.
- Water excavated soil piles hourly or covered with temporary coverings.

- Water exposed surfaces at least twice a day under calm conditions. Water as often as needed on windy days when winds are less than 25 miles per day or during very dry weather in order to maintain a surface crust and prevent the release of visible emissions from the construction site.

- Wash mud-covered tired and under-carriages of trucks leaving construction sites.

- Provide for street sweeping, as needed, on adjacent roadways to remove dirt dropped by construction vehicles or mud, which would otherwise be carried off by trucks departing project sites.

- Securely cover loads with a tight fitting tarp on any truck leaving the construction sites to dispose of debris.

SC 4.3-2 SCAQMD Rule 445 prohibits permanently installed wood burning devices into any new development. A wood burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or a similarly enclosed, aesthetic or space heating purposes, which has a heat input of less than one million British thermal units per hour.

SC 4.3-3 The project shall comply with Title 24 of the California Code of Regulations established by the energy conservation standards. The project Applicant shall incorporate the following in building plans:

- Double paned glass or window treatment for energy conservation shall be used in all exterior windows;

- Buildings shall be oriented north/south where feasible.

SC 4.3-4 The Applicant shall contact the South Coast Air Quality Management District (SCAQMD) at (800) 288-7664 for potential additional conditions of development or for additional permits required by the SCAQMD.

Mitigation Measures:

AQ-1 The following measures shall be implemented by the contractor to reduce ROG emissions resulting from application of architectural coatings:

- Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent;

- Use pre-painted construction materials; and

- VOC content of architectural coatings shall not exceed 50 grams per liter.

BIOLOGICAL RESOURCES

Standard Conditions:

SC 4.4-1 The Applicant shall comply with the requirements of the California Department of Food and Agriculture (CDFA) to determine if red imported fire ants exist on the project site prior to any soil movement or excavation. Call CDFA at (714) 708-1910 for information.

CULTURAL RESOURCES

Standard Conditions:

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

SC 4.5-2 In the event that paleontological resources are encountered during grading and construction operations, all construction activities shall be temporarily halted or redirected to permit a qualified paleontologist to assess the find for significance and, if necessary, develop a paleontological resources impact mitigation plan (PRIMP) for the review and approval by the City prior to resuming excavation activities.

SC 4.5-3 If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

GEOLOGY AND SOILS

Standard Conditions:

SC 4.6-1 The Applicant shall comply with the requirements of the 2013 California Building Code, 2013 California Residential Code, 2013 California Electrical Code, 2013 California Mechanical Code, 2013 California Plumbing Code 2013 California Green Building Standards Code, and the 2013 California Energy Code (or the applicable adopted California Building Code, California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards, California Energy Code at the time of plan submittal or permit issuance),

and California Code of Regulations also known as the California Building Standards Code, as amended by the City of Costa Mesa. Areas of alteration and additions shall comply with 2013 California Green Building Standards Code Sections 5.303.2 and 5.303.2.

SC 4.6-2 The Applicant shall submit a soils report for this project detailing the expansion potential of on-site soils, and recommendations to minimize any impacts from these soils. The Soils Report recommendations shall be blueprinted on both the architectural and grading plans. For existing soil or where fill are proposed, the Soils Report shall address how the existing soils or the new fill will be maintained to avoid future expansion of soils.

Mitigation Measures:

GEO-1 Prior to issuance of a building permit, the Building Official shall ensure that final engineering plans meet the design parameters for seismic safety identified in the recommendations of the Preliminary Geotechnical Evaluation (Alta California Geotechnical, Inc., *Preliminary Subsurface Geotechnical Investigation for the Proposed Residential Development, 929 Baker Street, City of Costa Mesa, California,* dated September 1, 2015) shall be stipulated in the construction contracts, grading plans, and specifications. All grading activities shall be conducted under the observation and testing of the project geotechnical consultant in accordance with the recommendations of the Preliminary Geotechnical Evaluation and the City of Costa Mesa criteria.

HAZARDS AND HAZARDOUS MATERIALS

Standard Conditions:

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

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

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

wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.

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

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

- Immediately stop work in the vicinity of the suspected contaminant, removing
- workers and the public from the area;
- Notify the City Engineer and Costa Mesa Fire Department;
- Secure the area(s) in question; and
- Implement required corrective actions, including remediation if applicable.

Mitigation Measures:

HAZ-1 Prior to issuance of a grading permit, a Soil Management Plan (SMP) shall be prepared by a qualified environmental professional with Phase II/Site Characterization experience. The SMP shall be made available to the contractor and the City Engineer for use during grading activities. The SMP shall include guidelines for safety measures and soil management in the event that soils are to be disturbed, and for handling soil during any planned earthwork activities. The SMP shall also include a decision framework and specific risk management measures for managing soil, including any soil import/export activities, in a manner protective of human health and consistent with applicable regulatory requirements.

HAZ-2 Observations shall be made by the contractor during grading, utility trenching, and footing excavations for the presence unknown buried structures, containers, debris, and/or soil potentially impacted by chemicals compounds or fuel and oil hydrocarbons. Indications of impacted soil may include chemical or fuel odors, unusual coloration, apparent moisture, and staining. If any of the above are encountered, a qualified environmental professional with Phase II/Site Characterization experience shall be consulted to provide field monitoring using appropriate instrumentation, such as a photoionization detector (PID), and to assist with segregation of excavated material for proper disposal at a licensed waste-handling facility.

HAZ-3 The Applicant shall install an appropriately designed vapor barrier beneath future structures that overlie the locations where chemical compounds were detected at levels above the ESLs. Vapor barrier design activities shall include consideration, by a qualified environmental professional with Phase II/Site Characterization experience, of the materials and methods to be used during vapor barrier installation as well as the locations where the vapor barriers are necessary, including a buffer zone. The vapor barriers shall be installed prior to emplacement of concrete floor slabs and footings. Below-ground ventilation lines shall also be constructed, prior to concrete work, such that chemical vapors are not trapped below the concrete floor slabs. The ventilation lines shall be open to the exterior of the structures, preferably at least 8 feet above the

ground surface, or as otherwise specified by the Phase II/Site Characterization specialist.

HYDROLOGY AND WATER QUALITY

Standard Conditions:

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

- The SWPPP shall be prepared and updated as needed during the course of construction to satisfy the requirements of each phase of development. The plan shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to eliminate polluted runoff until all construction work for the project is completed. The SWPPP shall include treatment and disposal of all dewatering operation flows and for nuisance flows during construction.

- A WQMP shall be maintained and updated as needed to satisfy the requirements of the adopted NPDES program. The plan shall ensure that the existing water quality measures for all improved phases of the project are adhered to.

- Location of the BMPs shall not be within the public right-of-way.

NOISE

Standard Conditions:

SC 4.12-1 Noise-generating construction activities, including truck traffic coming to and from the construction site for any purpose, shall be limited to between the hours of 7:00 am and 7:00 pm on Mondays through Fridays; to between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays; and shall not be permitted at any time on Sundays or federal holidays.

Mitigation Measures:

NOI-1 Prior to Grading Permit issuance, the project Applicant shall demonstrate, to the satisfaction of the City of Costa Mesa Development Services Director that the project complies with the following:

- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.

- Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible.

- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.

NOI-2 After the plot plans and architectural drawings have been developed, and prior to the issuance of building permits, the project Applicant shall demonstrate, to the satisfaction of the City of Costa Mesa Building Official that the proposed project plans and specifications include the following noise attenuation measures:

- A six-foot noise barrier along Units 1 through 4 and 56 (as depicted in Exhibit 4.12-1).
- An eight-foot noise barrier along Units 41 through 48 (as depicted in Exhibit 4.12-1).
- Units 1 through 4, and 56 shall contain dual-paned windows (as required by code), and shall include fresh air duct capable of providing 30 cubic feet per minute (CFM) of air with the duct opening oriented away from the primary noise source.
- The project Applicant shall work with the Newport-Mesa School District to replace the existing refrigeration condenser unit with a sound power rating of 7.6 or less, or that the noise levels coming from the noise-generating equipment would be reduced by 14 dBA.
- The project Applicant shall work with the Newport-Mesa School District to replace the existing slatted louvers with aluminum acoustic louvers.

NOI-3 Prior to the issuance of Certificate of Occupancy, the project Applicant shall submit a final acoustical report prepared to the satisfaction of the City of Costa Mesa Development Services Director. The report shall show that the development would be sound-attenuated against present and projected noise levels to meet City interior and exterior noise standards. In order to demonstrate that all mitigation measures have been incorporated into the project, the report shall be accompanied by a list identifying the sheet(s) of the building plans that include the approved mitigation measures.

PUBLIC SERVICES

Standard Conditions:

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

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

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

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

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

SC 4.14-6 The project shall provide a fire alarm system.

SC 4.14-7 The project shall provide individual numeric signage for proposed residences with minimum 6 inches height.

SC 4.14-8 As final building plans are submitted to the City of Costa Mesa for review and approval, the Costa Mesa Police Department shall review all plans for the purpose of ensuring that design requirements are incorporated into the building design to increase safety and avoid unsafe conditions. These measures focus on security measures are recommended by the Police Department, including but not limited to, the following:

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

SC 4.14-9 Prior to issuance of building permits, the Developer shall pay applicable school impact fees for residential development.

SC 4.14-10 Prior to issuance of building permits, the Developer shall pay applicable parkland impact fees for residential development.

TRANSPORTATION/TRAFFIC

Standard Conditions:

SC 4.16-1 The project Applicant shall be responsible for the payment of fees in accordance with Costa Mesa's traffic impact fee program to mitigate project-generated traffic impacts (including regional traffic).

Mitigation Measures:

TRA-1 Prior to issuance of building permits, the project Applicant shall submit a plan to the City Engineer that demonstrates that the project driveway would be constructed with appropriate treatments to ensure right turn out only movements are allowed from the project site to Baker Street.

UTILITIES AND SERVICE SYSTEMS

Standard Conditions:

SC 4.17-1 Applicant would be required to construct sewers to serve the project, at his/her own expense, meeting the approval of the Costa Mesa Sanitary District.

SC 4.17-2 County Sanitation District fees, fixtures fees, inspection fees, and sewer permit are required prior to installation of sewer.

SC 4.17-3 The Applicant shall submit a plan showing sewer improvements that meets the District Engineer's approval to the Building Division as part of the plans submitted for plan check.

SC 4.17-4 The Applicant would be required to contact the Costa Mesa Sanitary District to arrange final sign-off prior to Certificate of Occupancy being released.

SC 4.17-5 The project Applicant would be required to coordinate with the Costa Mesa Sanitary District to comply with all recommended studies and improvements, prior to issuance of a building permit.

This page intentionally left blank.

6.0 REFERENCES

The following references were utilized during preparation of this Initial Study.

1. Airport Land Use Commission for Orange County, *Airport Environs Land Use Plan for John Wayne Airport*, amended April 17, 2008.

2. Alta California Geotechnical, Inc., *Preliminary Geotechnical Investigation*, September 1, 2015.

3. ASTM International, *E 2600-10 Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions*, 2010.

4. Bureau Veritas North America, Inc., *Phase I Environmental Site Assessment*, September 8, 2015.

5. Bureau Veritas North America, Inc., *Subsurface Assessment Report*, November 30, 2015.

6. CalRecycle, Countywide, Regionwide, and Statewide Jurisdiction Diversion/Disposal Progress Report, http://www.calrecycle.ca.gov/lgcentral/Reports/jurisdiction/diversion disposal.aspx, accessed May 10, 2016.

7. CalReycle official website, *Facility/Site Summary Details: Frank R. Bowerman Sanitary LF (30-AB-0360)*, http://www.calrecycle.ca.gov/SWFacilities/Directory/30-AB-0360/Detail/, accessed April 25, 2016.

8. CalRecycle official website, *Facility/Site Summary Details: Olinda Alpha Sanitary Landfill (30-AB-0035)*, http://www.calrecycle.ca.gov/SWFacilities/Directory/30-AB-0035/Detail/, accessed April 25, 2016.

9. CalRecycle official website, *Facility/Site Summary Details: Prima Deshecha Sanitary Landfill (30-AB-0019)*, http://www.calrecycle.ca.gov/SWFacilities/Directory/30-AB-0019/Detail/, accessed April 25, 2016.

10. California Department of Conservation, *Farmland Mapping and Monitoring Program, California Important Farmland Finder*, http://maps.conservation.ca.gov/ciff/, accessed on May 2, 2016.

11. California Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California - Areas More Likely to Contain Naturally Occurring Asbestos Report*, August 2000.

12. California Department of Forestry and Fire Protection, *Fire hazard Severity Zones in SRA*, adopted on November 7, 2007, http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones_maps.php, accessed April 25, 2016.

13. California Department of Transportation website, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed April 20, 2016.

14. California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 2000 to 2013,* http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2000-13_20150831.pdf, accessed April 28, 2016.

15. *California Environmental Quality Act*, 1970, as amended, Public Resources Code Sections 21000-21178.

16. Cardno, *Work Plan to Conduct a Vapor Rebound Test of the Air Sparge/Soil Vapor Extraction System*, dated September 18, 2015.

17. City of Costa Mesa, *Costa Mesa Municipal Code,* codified through Ordinance No. 16-03, enacted March 1, 2016 (Supplement No. 131, 3-16).

18. City of Costa Mesa, *100-Foot Aerial Ladder Truck,* http://www.costamesaca.gov/index.aspx?page=1452, accessed April 20, 2016.

19. City of Costa Mesa, *About Fire & Rescue*, http://www.costamesaca.gov/index.aspx?page=184, accessed April 20, 2016.

20. City of Costa Mesa, *City of Costa Mesa 2000 General Plan*, adopted January 22, 2002.

21. City of Costa Mesa, *City of Costa Mesa 2000 General Plan Environmental Impact Report,* adopted January 22, 2002.

22. City of Costa Mesa, *Development Fees Information,* http://www.costamesaca.gov/modules/showdocument.aspx?documentid=218, accessed April 25, 2016.

23. City of Costa Mesa, *City of Costa Mesa 2015-2035 Draft General Plan*, March 4, 2016.

24. City of Costa Mesa, *General Plan Land Use Map,* July 2004.

25. City of Costa Mesa, *Emergency Command Vehicle,* http://www.costamesaca.gov/index.aspx?page=1455, accessed April 20, 2016.

26. City of Costa Mesa, *Paramedic Engine Company,* http://www.costamesaca.gov/index.aspx?page=1474, accessed April 20, 2016.

27. City of Costa Mesa, *Patrol Area 2,* http://38.106.5.76/index.aspx?page=342, accessed April 22, 2016.

28. City of Costa Mesa, *Rescue Ambulance,* http://www.costamesaca.gov/index.aspx?page=1770, accessed April 20, 2016.

29. City of Costa Mesa, *Urban Search & Rescue,* http://www.costamesaca.gov/index.aspx?page=1453, accessed April 20, 2016.

30. City of Costa Mesa, *Costa Mesa Zoning Map,* June 8, 2015.

31. City of Costa Mesa and MIG, Inc., *Draft Environmental Impact Report for the 2015-2015 General Plan,* March 4, 2016.

32. County of Orange, *Natural Community Conservation Plan & Habitat Conservation Plan, County of Orange Central & Coastal Subregion, Parts I & II: NCCP/HCP*, http://occonservation.wpengine.com/wp-content/uploads/2015/04/NCCP-Parts-I-II-Plan.pdf, accessed May 9, 2016.

33. Data Basin, *Orange County Central Coastal NCCP/HCP*, https://databasin.org/datasets/ed49d8389c2349f2a0c9e56cfc7c48ef, accessed May 9, 2016.

34. Department of Conservation, *Agricultural Preserves 2004 Williamson Act Parcels Orange County, California,* 2004.

35. Federal Emergency Management Agency, *Flood Insurance Rate Map #06059C0267J,* Map Revised December 3, 2009.

36. Federal Highway Administration, *Highway Traffic Noise Prediction Model (FHWA-RD-77-108),* December 1978.

37. Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054),* January 2006.

38. Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006.

39. Google Earth Maps, http://maps.google.com, accessed May 2016.

40. Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, 2008.

41. Governor's Office of Planning and Research, *General Plan Guidelines,* October 2003.

42. Hans Giroux & Associates, *929 Baker Street, Costa Mesa Noise Letter*, February 16, 2016.

43. Harris, Cyril, *Handbook of Noise Control*, 1979.

44. John Wayne Airport, Orange County, *John Wayne Airport 2015 Annual 60, 65, 70, and 75 CNEL Noise Contours*, http://www.ocair.com/reportspublications/AccessNoise/cnelnoisecontours/2015.pdf, accessed April 28, 2016.

45. Mesa Consolidated Water District, *2010 Urban Water Management Plan*, June 2011.

46. Mesa Consolidated Water District, *Director Divisions Mesa Water District,* March 2014.

47. Newport-Mesa Unified School District, *School Accountability Report Cards,* http://web.nmusd.us/sarc, accessed April 25, 2016.

48. Orange County Public Works, Flood Division, http://ocflood.com/sarp/prado, accessed April 25, 2016.

49. State Water Resources Control Board, 2010 Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report) — Statewide, http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml, accessed May 10, 2016.

50. Southern California Association of Governments, *2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction,* April 2016.

51. South Coast Air Quality Management District, *Final 2012 Air Quality Management Plan*, December 7, 2012.

52. South Coast Air Quality Management District, *CEQA Air Quality Handbook*, revised November 1993.

53. South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, revised July 2008.

54. South Coast Air Quality Management District GHG CEQA Significance Stakeholder Working Group, *Minutes for the GHG CEQA Significance Working Group #13, Wednesday, August 26, 2009*, http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-13/ghg-meeting-13-minutes.pdf?sfvrsn=2, accessed April 28, 2016.

55. South Coast Air Quality Management District, *Rule 403, Fugitive Dust,* amended June 3, 2005.

56. South Coast Air Quality Management District, *Rule 1113, Architectural Coatings*, amended February 5, 2016.

57. South Coast Air Quality Management District, *Rule 402, Nuisance,* amended May 7, 1976.

58. South Coast Air Quality Management District, *Rule 445, Wood-Burning Devices,* amended May 3, 2013.

59. State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011- 2016*, Sacramento, California, May 1, 2016.

60. Transpo Group, *De Nova Homes Baker Street Residential Project Traffic Impact Analysis*, dated January 2016.

61. U.S. Environmental Protection Agency Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/cleanenergy/energy-resources/calculator.html, accessed April 28, 2016.

62. U.S. Department of Housing and Urban Development, *The Noise Guidebook*, March 2009.

63. U.S. Geological Survey, *California State Minerals Information website, 2010-2011 Minerals Yearbook,* http://minerals.usgs.gov/minerals/pubs/state/2010_11/myb2-2010_11-ca.pdf, accessed May 2, 2016.

64. Written Communication: Phil Lauri, P.E., District Engineer, Mesa Water District, September 24, 2015.

65. Written Communication: Robin B. Hamers, District Engineer, Costa Mesa Sanitation District, September 25, 2015.

This page intentionally left blank.

7.0 REPORT PREPARATION PERSONNEL

City of Costa Mesa (Lead Agency)
77 Fair Drive
Costa Mesa, California 92628
714.754.5245

Mr. Mel Lee, AICP, Senior Planner

DeNova Homes (Project Applicant)
3 Hughes Parkway
Irvine, California 92618
949.768.2535

Mr. Alan Toffoli

Michael Baker International (Environmental Analysis)
14725 Alton Parkway
Irvine, California 92618
949.472.3505

Mr. Eddie Torres, Environmental Sciences Manager
Ms. Kristen Bogue, Senior Environmental Analyst
Mr. Achilles Malisos, Manager of Air & Noise Studies
Mr. Ryan Chiene, Environmental Analyst
Ms. Alesia Hsiao, Environmental Analyst
Ms. Linda Bo, Graphics/Technical Editor

This page intentionally left blank.

Final • July 2016

929 Baker Street Residential Project

Initial Study/Mitigated Negative Declaration

Response to Comments | Mitigation Monitoring and Reporting Program

Prepared for:

City of Costa Mesa

Prepared by:

Michael Baker International, Inc.

Responses to Comments

and

Mitigation Monitoring and Reporting Plan

for the

929 Baker Street Residential Project

SCH #: 2016061013

LEAD AGENCY:

City of Costa Mesa
77 Fair Drive
Costa Mesa, California 92626
Contact: Mr. Mel Lee, AICP
(714) 754-5611

CONSULTANT:

Michael Baker International
14725 Alton Parkway
Irvine, CA 92618
Contacts: Mr. Eddie Torres
(949) 472-3505

July 13, 2016

JN 153149

TABLE OF CONTENTS

PAGE #

1.0 INTRODUCTION 1

2.0 RESPONSES TO COMMENTS 2

ATTACHMENTS 27

3.0 ERRATA 31

4.0 MITIGATION MONITORING AND REPORTING PLAN 32

1.0 INTRODUCTION

The proposed project involves a Design Review (Planning Application PA-15-58) and a Vesting Tentative Tract Map (VTT-17980) to allow for the assemblage and subdivision of a 4.71 acre (205,168 square foot) lot currently located at 929 Baker Street into two-story, 56-unit detached common interest residential units and a 0.10 acre private park. The existing on-site structure would be demolished and the proposed development would consist of 56 detached single-family homes with private streets, and landscaping. The project would result in the construction of 237 parking spaces provided on-site. Of these 237 parking spaces, 112 spaces would be garage parking spaces, 112 spaces would be provided at private driveway spaces, and 13 guest spaces would be provided on-site. Implementation of the proposed project would require a Variance, as this alternative does not meet the City Municipal requirement of 40 percent open space (it proposes to provide 39.5 percent).

In accordance with the California Environmental Quality Act (CEQA) Guidelines, an Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed 929 Baker Street Residential Project.

The IS/MND was made available for public review and comment pursuant to CEQA Guidelines Section 15070. The public review commenced on June 8, 2016 and concluded on July 8, 2016. The IS/MND and supporting attachments were available for review by the general public at:

- The City of Costa Mesa Public Counter
  77 Fair Drive, Costa Mesa, CA 92626

- Mesa Verde Library
  2969 Mesa Verde Drive, East, Costa Mesa, CA 92626

- Costa Mesa/Donald Dugan Library
  1855 Park Avenue, Costa Mesa, CA 92627

2.0 RESPONSE TO COMMENTS

During the public review period, comments were received on the IS/MND from certain interested public agencies and private parties. The following is a list of the persons, firms, or agencies that submitted comments on the IS/MND during the public review period:

Comment Letter No.	Person, Firm, or Agency	Letter Dated
1	Scott Morgan, Director State Clearinghouse and Planning Unit, Governor's Office of Planning and Research	July 11, 2016
2	Hally Soboleske Senior Planner City of Santa Ana Planning and Building Agency	June 27, 2016
3	Ivy Osornio Project Manager Schools Evaluation and Brownfields Cleanup Branch Department of Toxic Substances Control	June 29, 2016
4	Laree Alonso Manager, Planning Division OC Public Works Service Area/OC Development Services	June 30, 2016
5	Tim Marsh Administrative Director, Facilities Support Services Newport-Mesa Unified School District	July 7, 2016
6	Maureen El Harake Branch Chief, Regional-Community-Transit Planning California Department of Transportation District 12	July 7, 2016
7	Dan Phu Manager, Environmental Programs Orange County Transportation Authority	July 8, 2016
8	Brian Valles	July 5, 2016

Although the CEQA Guidelines do not require a Lead Agency to prepare written responses to comments (see CEQA Guidelines Section 15088), the City has elected to prepare the following written responses with the intent of conducting a comprehensive and meaningful evaluation of the proposed project. The number designations in the responses are correlated to the bracketed and identified portions of each comment letter.

COMMENT LETTER 1

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

July 11, 2016

Mel Lee
City of Costa Mesa
77 Fair Dr
Costa Mesa, CA 92626

Subject: 929 Baker Street Residential Project
SCH#: 2016061013

Dear Mel Lee:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 8, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

1-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2016061013
Project Title 929 Baker Street Residential Project
Lead Agency Costa Mesa, City of

Type MND Mitigated Negative Declaration

Description Note: Extended Review per lead

The proposed project involves the following: 1) Adoption of an initial study/MND; and 2) vesting tentative tract map VTT-17980 for subdivision of property for homeownership. The proposed project involves a Design Review (planning application PA-15-58) and a VTT-17980 to allow for the assemblage and subdivision of a 4.71 acre (205,168 sf) lot currently located at 929 Baker St into a two story, 56-unit detached common interest residential units and a 0.11 acre private park (or a site plan alternative providing 8 additional guest parking spaces and a 0.10 acre private park). The site plan alternative would require a variance. No deviations from the City's Residential Design Guidelines are requested.

Lead Agency Contact

Name Mel Lee
Agency City of Costa Mesa
Phone (714) 754-5611 **Fax**
email
Address 77 Fair Dr
City Costa Mesa **State** CA **Zip** 92626

Project Location

County Orange
City Costa Mesa
Region
Lat / Long 33° 40' 43.7" N / 117° 53' 45.95" W
Cross Streets Baker St and Bear St
Parcel No. 141-242-03
Township 6S **Range** 10W **Section** 2 **Base** SBBM

Proximity to:

Highways SR 73, 55
Airports John Wayne Int'l
Railways
Waterways
Schools multiple
Land Use GPD: Residential medium density (9-12 units/acre).
Z: R2-MD

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues

---

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 12; State Water Resources Control Board, Division of Drinking Water, District 8; Regional Water Quality Control Board, Region 8; Native American Heritage Commission; Department of Toxic Substances Control

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Date Received 06/06/2016 ***Start of Review*** 06/06/2016 ***End of Review*** 07/08/2016

Note: Blanks in data fields result from insufficient information provided by lead agency.

Response No. 1

Mr. Scott Morgan
Director State Clearinghouse and Planning Unit
Governor's Office of Planning and Research
July 11, 2016

1-1 This comment indicates that the State Clearinghouse submitted the IS/MND to selected state agencies for review, and that the comment period for the IS/MND concluded on July 8, 2016 for State agencies. The comment indicates that the lead agency complied with the review requirements for draft environmental documents pursuant to CEQA. It also provides a summary of information contained within the State Clearinghouse's database for the proposed project. As such, the comment does not provide specific comments regarding information presented in the IS/MND and no further response is necessary.

COMMENT LETTER 2

MAYOR
Miguel A. Pulido
MAYOR PRO TEM
Vincente F. Sarmiento
COUNCILMEMBERS
Angelica Amezcua
P. David Benavides
Michele Martinez
Roman Reyna
Sal Tinajero

CITY MANAGER
David Cavazos
CITY ATTORNEY
Sonia R. Carvalho
CLERK OF THE COUNCIL
Maria D. Huizar

CITY OF SANTA ANA
PLANNING & BUILDING AGENCY
20 Civic Center Plaza
P.O. Box 1988 • Santa Ana, California 92702
www.santa-ana.org/pba

June 27, 2016

REC'D JUL 05 2016

Mel Lee
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92628

Subject: 929 Baker Street, Costa Mesa Residential Project Mitigated Negative Declaration

Dear Mr. Lee:

Thank you for the opportunity to comment on the proposed residential project on 929 Baker Street in the City of Costa Mesa. We reviewed the Mitigated Negative Declaration draft and the following concerns related to the transportation/traffic study.

1. The study concluded that the Level of Service (LOS) will not exceed Level D during the AM and PM peak hours for the intersections on Bear and Baker Street and Bear Street and the SR-73 southbound ramp. However, we believe that a LOS D is an underestimation for the potential project impacts and predict the traffic conditions will more closely resemble LOS E. **2-1**

2. We presume the mitigation measure prohibiting left turns on Baker Street will result in a significant amount of congestion during peak hours. **2-2**

3. The Driveway Analysis shows a LOS of E and F and it is likely this level of traffic will continue into Bear Street. **2-3**

For questions or comments, you may contact Hally Soboleske, Senior Planner at (714) 647-5842 or at hsoboleske@santa-ana.org.

Sincerely,

Hally Soboleske
Senior Planner

S:\Planning\Nathalie\Hally\929 Baker Street_NegDecdoc.doc

SANTA ANA CITY COUNCIL

Miguel A. Pulido, Mayor, MPulido@santa-ana.org
Vincent F. Sarmiento, Mayor Pro Tem, Ward 1, VSarmiento@santa-ana.org
Michele Martinez, Ward 2, MMartinez@santa-ana.org
Angelica Amezcua, Ward 3, AAmezcua@santa-ana.org
P. David Benavides, Ward 4, DBenavides@santa-ana.org
Roman Reyna, Ward 5, RReyna@santa-ana.org
Sal Tinajero, Ward 6, STinajero@santa-ana.org

Response No. 2

Hally Soboleske
Senior Planner
City of Santa Ana Planning and Building Agency
June 27, 2016

2-1 The Commenter disagrees with the levels of service reported in the IS/MND and Traffic Impact Analysis at the intersections of Bear Street/Baker Street and at the Bear Street/SR-73 ramps. The comment does not give any evidence to substantiate the statement that Level of Service (LOS) D is an underestimation of the potential project impact at these locations. The analysis in the IS/MND and Traffic Impact Analysis (Appendix 8.6, *Traffic Impact Analysis*) is based on counts conducted at these intersections in November 2015, as well as the addition of a growth rate and traffic from cumulative projects. Furthermore, the analysis was conducted consistent with the requirements and thresholds established by the City of Costa Mesa.

2-2 If left-turns are prohibited from the project driveway onto Baker Street, then four drivers per hour would be added to the northbound right-turn movement from the project driveway and to the eastbound U-turn movement at Bear Street/Baker Street. This condition was evaluated and it was found that the LOS at Bear Street/Baker Street would not change. The Commenter's presumption that the mitigation measure prohibiting left-turns onto Baker Street would result in a "significant amount of congestion" is disproved by the analysis presented in the Traffic Impact Analysis.

2-3 As noted on page 4.16-13 of the IS/MND, "The delay at the project driveway…would only be experienced by project residents turning left out of the driveway onto Baker Street…." Furthermore, as noted in the Response to Comment 2-2, the prohibition of left-turns out of the project would not increase the LOS at the intersection of Bear Street/Baker Street. The Commenter's statement that the LOS E or F condition experienced at the driveway would "continue into Bear Street" is not substantiated by the analysis presented in the IS/MND and Traffic Impact Analysis.

COMMENT LETTER 3

Department of Toxic Substances Control

Matthew Rodriquez
Secretary for
Environmental Protection

Barbara A. Lee, Director
5796 Corporate Avenue
Cypress, California 90630

Edmund G. Brown Jr.
Governor

June 29, 2016

Mr. Mel Lee, AICP
Senior Planner
Development Services
City of Costa Mesa
77 Fair Drive
Costa Mesa, California 92626

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION FOR:
929 BAKER STREET RESIDENTIAL PROJECT (SCH #2016061013)

Dear Mr. Lee:

The California Department of Toxic Substances Control (DTSC) has reviewed the Notice of Intent to Adopt a Negative Declaration (ND) for the subject project. The proposed project involves the construction of a two-story, 56-unit detached common interest residential units on a 4.71-acre lot and a 0.10-acre private park. Based on the review of the submitted document, DTSC would like to provide the following comments:

1. The ND states that the project site was historically used for agricultural purposes from at least 1938 until the 1960s. DTSC recommends that the site be evaluated according to DTSC's August 2008 *Interim Guidance for Sampling Agricultural Properties (Third Revision)*. **3-1**

2. Section 4.8(b) indicates the need for development of a soil management plan, vapor barrier installation, and demolition of existing structures with potential for lead-based paint. DTSC can provide guidance for cleanup and remedial oversight through an Environmental Oversight Agreement (EOA) for government agencies, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact DTSC's Voluntary Cleanup Coordinator, Maryam Tasnif-Abbasi, at (714) 484-5489 for the VCA. **3-2**

Printed on Recycled Paper

If you have any questions regarding this letter, please contact me at (714) 484-5433 or by e-mail at: Ivy.Osornio@dtsc.ca.gov.

Sincerely,

Ivy Osornio
Project Manager
Schools Evaluation and Brownfields Cleanup Branch
Brownfields and Environmental Restoration Program

ed/io

cc: State Clearinghouse (via e-mail)
Office of Planning and Research
State.clearinghouse@opr.ca.gov

Mr. Dave Kereazis - DTSC Sacramento (via email)
CEQA Tracking Center
Dave.Kereazis@dtsc.ca.gov

Response No. 3

Ivy Osornio
Project Manager
Schools Evaluation and Brownfields Cleanup Branch
Department of Toxic Substances Control
June 29, 2016

3-1 According to the *Subsurface Assessment Report*, *Baker Street Self Storage, 929 Baker Street, Costa Mesa, California* (Bureau Veritas November 30, 2015) (see Appendix 8.3, *Hazardous Materials Documentation*), the soil and soil vapor sampling was conducted as recommended by California Department of Toxic Substances Control/California Regional Water Quality Control Board (DTSC/CRWQCB) guidance. Soil vapor samples were analyzed using EPA Method 8260 that included additional compounds (such as Freon 113) required by DTSC/CRWQCB.

3-2 The Commenter suggests that the DTSC can provide guidance for cleanup and remedial oversight at the project site through an Environmental Oversight Agreement (EOA), or a Voluntary Cleanup Agreement (VCA). As discussed in Section 4.8, *Hazardous Materials*, of the IS/MND, all impacts pertaining to the presence of hazardous materials at the project site would be mitigated to a less than significant level with implementation of Mitigation Measures HAZ-1 through HAZ-3, as well as SC 4.8-1 through 4.8-5. The project Applicant would determine whether an EOA or VCA would be needed for project in cooperation with the DTSC.

COMMENT LETTER 4

OC PublicWorks
Integrity, Accountability, Service, Trust
Shane L. Silsby, Director

NCL 16-027

REC'D JUL 05 2016

June 30, 2016

Ms. Mel Lee, AICP, Senior Planner
City of Costa Mesa
77 Fair Drive
Costa Mesa, California 92628

SUBJECT: Notice of Intent to Adopt a Negative Declaration for 929 Baker Street Residential Project:

Dear Ms. Lee:

The County of Orange has reviewed the Notice of Intent to Adopt a Negative Declaration for 929 Baker Street Residential Project located in City of Costa Mesa and has no comments at this time. We would like to be advised of any further developments on the project. Please continue to keep us on the distribution list for future notifications related to this project. **4-1**

Sincerely,

Laree Alonso, Manager, Planning Division
OC Public Works Service Area/OC Development Services
300 North Flower Street
Santa Ana, California 92702-4048
Laree.alonso@ocpw.ocgov.com

LA/yj

Response No. 4

Laree Alonso
Manager, Planning Division
OC Public Works Service Area/OC Development Services
June 30, 2016

4-1 The Commenter requests that the County of Orange be advised of any further developments on the project, and to be included on the distribution list for future notifications regarding the project. As the Commenter does not provide any specific comment regarding the information presented in the IS/MND, no further response is necessary.

From: Tim Marsh [mailto:tmarsh@nmusd.us]
Sent: Thursday, July 07, 2016 9:57 AM
To: LEE, MEL <MEL.LEE@costamesaca.gov>
Cc: Lori Horrell <lhorrell@nmusd.us>
Subject: PA -15-58 Public Comment Period

Dear Mr. Lee,

In reviewing the Initial Study for the residential development at 929 Baker St. Costa Mesa, Ca. I have the following concerns.

The wall separating the proposed development from the commercial facility that the Newport-Mesa Unified School District operates on the East side of the proposed development is not sufficient to protect the new development form the light and sound of our existing operation. Our facility operates from 5:00am until 11:15pm Monday through Friday. We also have some weekend operations, but they are not on a fixed schedule. **5-1**

The new residents will be exposed to delivery trucks that have back up bells and are often unloaded in the parking lot. The trucks themselves and the unloading process are very noisy especially in the early morning hours when the ambient sound levels are fairly low. **5-2**

Some of the existing lighting on our site is directed towards the new development and the light source will be visible through the windows of the new homes. **5-3**

The mechanical equipment that we have on site is loud and while the sound did not bother the storage facility it will be an issue for residents trying to enjoy their new homes. **5-4**

Tim Marsh
Administrative Director, Facilities Support Services
Newport-Mesa Unified School District
Tel: (714) 424-7527 • Fax: (714) 424-7503
tmarsh@nmusd.us

CONFIDENTIALITY NOTICE: This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication.

Response No. 5

Tim Marsh
Administrative Director, Facilities Support Services
Newport-Mesa Unified School District
July 7, 2016

5-1 As discussed on page 4.12-10 of the IS/MND, Mitigation Measure NOI-2 would require the replacement of the noise-producing equipment at the Newport-Mesa Unified School District (NMUSD) facility to the east, and the construction of an 8-foot noise barrier along the project's eastern boundary to attenuate operational noise levels at the proposed residential uses at the project site to below City standards. In addition, as required by Mitigation Measure NOI-3, the project Applicant would be required to submit a final acoustical report prepared to the satisfaction of the City of Costa Mesa Development Services Director prior to the issuance of Certificate of Occupancy. The acoustical report would show that the development would be sound-attenuated against present and projected noise levels to meet City interior and exterior noise standards.

The project site is located within a developed urban area with numerous nighttime lighting sources. Nighttime security and exterior building lighting, as well as street lighting is provided in the vicinity of the project site. Specifically, the NMUSD property to the east contains lighting fixtures that could spill onto the residential uses at the project site. However, existing residential uses in the project vicinity are currently exposed to nighttime lighting. In addition, the City of Costa Mesa Development Services Director would review the project plans and consider light spillover onto the project site during the City's Design Review process.

5-2 As indicated in Section 4.12, *Noise*, of the IS/MND, the City's Noise Ordinance regulates the allowable noise level crossing a shared property line for exterior areas and interior for residential uses. The maximum noise levels for both areas can be exceeded by certain levels depending on the length of time the noise is being produced. Trucks backing up and unloading produce varying degrees of noise depending on the activity. For example, backup alarms are expected to last less than one minute and unloading are expected to last less than 15 minutes. Truck deliveries to the NMUSD facility are typically medium size trucks and loading/unloading activities are by hand and with hand trucks and hydraulic lifts.

Deliveries typically occur between 6:00 a.m. and 7:15 p.m. Monday through Friday. The loading area is approximately 118 feet away from the project's eastern boundary on the east side of the existing two-story NMUSD building, which faces away from the project site. Deliveries, loading and unloading would have been captured in the noise monitoring analysis identified in the noise levels listed in Table 4.12-5. However, the noise levels of the NMUSD building mechanical equipment would have exceeded the noise levels of the delivery trucks and loading and unloading activities. These activities would produce noise levels below 55 dBA at the project boundary. Therefore, even when the mechanical equipment is mitigated pursuant to NOI-2, it would still be louder than the delivery trucks and loading/ unloading activities.

At no more than 55 dBA, loading/ unloading activity noise would be consistent with the City's noise standards between 7:00 a.m. and 7:00 p.m. Deliveries and loading/unloading occurring between 6:00 a.m. and 7:00 a.m. could exceed the City's exterior noise standards by up to 5 dBA. As indicated in Appendix 8.5, *Noise Impact Analysis*, of the IS/MND, the proposed perimeter wall would reduce noise levels on the project site by 6 to 12 dBA, which would reduce the delivery truck and loading/ unloading noise at the project boundary below the City's noise standards.

5-3 Please refer to Response to Comment 5-1.

5-4 As indicated in Appendix 8.5 and in Section 4.12 of the IS/MND, noise levels from the mechanical equipment located on the NMUSD property have been measured and analyzed to confirm that the City's noise standards would be met on the project site. With the proposed noise impact mitigation incorporated, including NOI-2 and NOI-3, which require certain physical improvements to reduce noise levels onsite and confirmation that the mitigation measures have reduced the noise levels, the noise levels at the project site would comply with City standards and impacts are less than significant.

COMMENT LETTER 6

DEPARTMENT OF TRANSPORTATION
DISTRICT 12
3347 MICHELSON DRIVE, SUITE 100
IRVINE, CA 92612-8894
PHONE (949) 724-2000
FAX (949) 724-2019
TTY 711
www.dot.ca.gov

Serious Drought.
Serious drought.
Help save water!

July 7, 2016

Mr. Mel Lee, AICP
77 Fair Drive
City of Costa Mesa
Costa Mesa, CA 92626

File: IGR/CEQA
SCH#:2016061013
IGR Log: 20160005
SR: 55, SR-73, I 405

Dear Mr. Lee:

Thank you for the opportunity to review and comment on the **Mitigated Negative Declaration for Baker Street Residential Project.** The City of Costa Mesa proposes to adopt focused amendments to the following General Plan elements: Land use, Circulation, Growth Management, Conservation, Open Space and Recreation, Noise, Safety, Community Design, and Historic and Cultural Resources. The proposed General Plan Update is a long-range planning program intended to guide the orderly growth and development of the Costa Mesa planning area over the long term. The updated General Plan communicates the City's vision of its future and establishes a policy framework to govern decision-making concerning the physical development of the community and the public services and infrastructure systems that support existing and planned development. The planning area encompasses 4.71 acres. The nearest State routes to the proposed sites are SR-55, SR-73 and I-405.

Caltrans is a responsible and commenting agency on this project and has the following comments:

1. The analysis should include a discussion on potential traffic volumes going to SR-55 and southbound I-405. Further, the analysis should include a queue analysis for the southbound SR-73 Off-Ramp to Bear Street and northbound SR-73 Off-Ramp to Bear Street and submitted for Caltrans review and comment. **6-1**

2. Please verify the following:

   a) Page 7 -Table 5- Total Trip Generation, the numbers seem not to add up correctly. **6-2**

   b) Figures 4, 5, 8, and 9 at the study Intersections # 3 and 4 peak hour volume (3/0) and (0/3) for the through movement - It appears that there is both a left and right turn movement and not a through movement. **6-3**

3. Please clarify the following:

   a) Total Trip Generation on page 13. The numbers do not add up correctly for AM Peak Hour (In) column and PM Peak Hour (Out) column. **6-4**

   b) Figure 6- The percentage of Project Trip Distribution does not add up to 100%. **6-5**

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Maryam Molavi, at (949) 724-2241.

Sincerely,

MAUREEN EL HARAKE
Branch Chief, Regional-Community-Transit Planning
District 12

Response No. 6

Maureen El Harake
Branch Chief, Regional-Community-Transit Planning
California Department of Transportation District 12
July 7, 2016

6-1 Figure 7 of the Traffic Impact Analysis (Appendix 8.6 of the IS/MND) shows the project volumes entering the SR-73 at Bear Street. As shown in this figure, there would be a maximum of 5 vehicles added to SR-73 northbound and southbound during the AM and PM peak hours. This is a negligible traffic volume and does not require analysis, per the thresholds in the Caltrans *Guide for the Preparation of Traffic Impact Studies*. A queue analysis is not warranted at the SR-73 off-ramps at Bear Street as both off-ramps are operating well below their capacity and with acceptable LOS in both peak hours. The table below summarizes the LOS, approach volume and approach capacity for both ramps during the peak hours:

Roadway	AM Peak Hour			PM Peak Hour		
	Approach Volume	Approach Capacity	LOS	Approach Volume	Approach Capacity	LOS
SB Off-Ramp	466	736	C	411	699	C
NB Off-Ramp	1,301	2,601	A	1,510	2,682	A

6-2 The numbers in Table 5 of Appendix 8.6 are off by 1 due to rounding. The table has been modified accordingly and is attached to this Final IS/MND as Attachment 1 of this document. No additional impacts would result, and no additional mitigation is required.

6-3 The comment refers to the through volumes on the SR-73 on and off-ramps at Bear Street and states that it appears there is not a through movement. As noted in the traffic counts provided in Appendix A of the Traffic Impact Analysis (Appendix 8.6 of the IS/MND), the volumes shown in Figures 4, 5, 8 and 9 are correct. The movement in question would be vehicles exiting the freeway, then proceeding across Bear Street to re-enter the freeway. While this movement is allowed, it is reasonable that there would be very few or even no vehicles getting off and then immediately back on the freeway during the peak hours.

6-4 The numbers in Table 10 of Appendix 8.6 are off by 1 due to rounding. The table has been modified accordingly and is attached as Attachment 2 of this document. No additional impacts would result, and no additional mitigation is required.

6-5 Figure 6 of the Traffic Impact Analysis (Appendix 8.6) incorrectly shows 10 percent of project traffic is to/from the east on Baker Street. The figure should have indicated that 15 percent of project traffic is to/from the east on Baker Street. This figure has been corrected and is attached as Attachment 3 of this document. The analysis correctly evaluated a project trip distribution of 15 percent to/from the east on Baker Street, therefore the correction does not result in any changes to the with-project levels of service. No additional impacts would result, and no additional mitigation is required.

COMMENT LETTER 7

OCTA

BOARD OF DIRECTORS

Lori Donchak
Chair

Michael Hennessey
Vice Chair

Lisa A. Bartlett
Director

Andrew Do
Director

Steve Jones
Director

Jim Katapodis
Director

Jeffrey Lalloway
Director

Gary A. Miller
Director

Al Murray
Director

Shawn Nelson
Director

Miguel Pulido
Director

Tim Shaw
Director

Todd Spitzer
Director

Michelle Steel
Director

Tom Tait
Director

Frank Ury
Director

Gregory T. Winterbottom
Director

Ryan Chamberlain
Ex-Officio Member

CHIEF EXECUTIVE OFFICE

Darrell Johnson
Chief Executive Officer

July 8, 2016

Mr. Mel Lee, AICP, Senior Planner
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92628

Subject: 929 Baker Street Residential Project Initial Study and Mitigated Negative Declaration (SCH#2016061013)

Dear Mr. Lee:

Thank you for providing Orange County Transportation Authority (OCTA) with an opportunity to review the above referenced document. The following comments are provided for your consideration:

On pages 4.16-5 and 4.16-16 from section '4.16. Transportation/Traffic' describes public transit routes that service the proposed project (Project) site. In February 2016, the OCTA Board of Directors approved the 2016 Bus Service Plan (Link: http://www.octa.net/pdf/FINAL_2016_SERVICE_CHANGE.pdf). This plan reallocates bus service with the intention of increasing ridership. As part of this plan, Route 173 was eliminated in June 2016. Please remove Route 173 from the list of available transit next to the project site.

OCTA is concerned of potential disruption to bus service at the bus stop located on eastbound nearside Baker at Hyde during the Project's construction. OCTA recommends employing measures to reduce potential disruptions to the bus stop, in effect reducing transit service disruptions, and requests the City of Costa Mesa and DeNova Homes to keep OCTA apprised of any potential bus stop disruptions or street closures that may necessitate detours. **7-1**

With regard to bicycle facilities, on page 4.16-16 from section '4.16 Transportation/Traffic' provides the existing bicycle facilities near the project site. The Class II bicycle lane on Bear Street begins south of the intersection of Baker and Bear. Additionally the bicycle lane is only on the southbound direction. There is also an existing Class II bicycle lane on Mendoza Drive between Baker and El Camino. The bicycle lane is only on the northbound direction. **7-2**

Thank you for the opportunity to provide input on this project. If you have any questions or comments, please contact me by phone at (714) 560-5907, or by email at dphu@octa.net.

Sincerely,

Dan Phu
Manager, Environmental Programs

Response No. 7

Dan Phu
Manager, Environmental Programs
Orange County Transportation Authority
July 8, 2016

7-1 As requested by the Commenter, all references to Orange County Transportation Authority Route 173 have been removed from Section 4.16, *Transportation/Traffic*, of the IS/MND. The updated text can be found in Section 4.0, *Errata*, of this Final IS/MND.

The Commenter also raises concern with regard to potential disruption of bus service during construction at the Baker-Hyde bus stop located just north of the project site. In response, the project would not include street or sidewalk improvements along Baker Street, and pedestrian access to the Baker-Hyde bus stop along Baker Street would remain during construction activities and operation of the project. In addition, the project Applicant would be required to submit a Construction Management Plan (CMP) to the City of Costa Mesa Development Services Director prior to issuance of grading permits. The CMP would provide methods to minimize disruption to the neighboring uses to the fullest extent that is reasonable and practicable. Specifically, the CMP would:

- Include construction parking and vehicle access and specify staging areas and delivery and hauling truck routes;
- Mitigate disruption to businesses during construction;
- Detail a truck route plan that shall preclude truck routes through residential areas and major truck traffic during peak hours; and
- Prohibit the total truck trips to exceed 200 trucks per day (i.e., 100 truck trips to the site plus 100 truck trips from the site) unless approved by the Development Services Director or Transportation Services Manager.

Implementation of the CMP would ensure that access to the Baker-Hyde bus stop located to the north of the project site would be accessible during construction of the project.

7-2 The Commenter provides supplemental information regarding the bicycle lanes on Baker Street and Bear Street. The comment is informational and does not address the adequacy of the environmental analysis in the IS/MND. No further response is necessary.

COMMENT LETTER 8

Brian Valles
2958 Milbro Street
Costa Mesa, CA 92626
(714)865-9761

Received
City of Costa Mesa
Development Services Department
JUL 06 2016

July 5, 2016

Mel Lee, AICP, Senior Planner
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92628

Re: **Initial Study/ Mitigated Negative Declaration for 929 Baker (planning application PA-15-58)**
Development Address | 929 Baker Street, Costa Mesa
Neighborhood Effected | Babb Street, Post Street, Croftdon Street and Milbro Street

Planning Division of the City of Costa Mesa:

As a long time Costa Mesa resident and 21 year neighbor of the proposed Development at 929 Baker Street I'm concerned about some elements of the Initial Study/ Mitigated Negative Declaration. I am writing this letter on behalf of my family and the other families in the neighborhood. Please know our neighborhood is a very tight knit group. We have reviewed the lengthy *Initial Study/ Mitigated Negative Declaration* document. It has left us with some questions and concerns as follows:

1. *Privacy Screen.* It is said on page 4.4-3 the project will remove three existing street trees and replace them; however nowhere in the document is the other approximately 40 other established trees along the west border (Milbro Street) mentioned. According to the site plan it appears they will be removed and not replaced. These trees provide an appealing privacy screen, a habitat for humming birds and other obvious environmental benefits. Any trees which are removed or destroyed should be replaced. **8-1**

2. *Additional Traffic: Under-Estimation.* The study as indicated on page 4.13-1 use the "2.74 average number of persons per households in the city of Costa Mesa" and thus this project is said to bring just 154 increase population. Though this may be the average per household it doesn't factor the average number of bedrooms per household within the city. Since each of the projects units are 4 to 5 bedrooms it stands to reason the actual population within the project would be significant more than the estimated 154 people. This has substantial impacts throughout the study's results and constitutes a revised study using more realistic population forecast. **8-2**

3. *Additional Traffic: Illegal U-Turns.* The study acknowledges drivers may become frustrated waiting to make a left turn out of the project and instead make a right then U-turn at the Baker and Bear intersection, which is currently illegal. The mitigation is to restrict left turn's thus adding approximately 4 cars to the turn lane. It is currently illegal to make a U-turn at that intersection. Will the project bring a change of traffic laws within that intersection? It seems unsafe to allow this. **8-3**

4. *Additional Traffic: Milbro, Croftdon, Babbs and Post.* Due to the proximity of the projects driveway to the eastbound baker to bear street left hand turn pocket the study finds just enough space for 2 westbound cars to queue to enter the projects driveway. It is logical that any remaining cars would utilize Milbro, Crofton or Babb streets to turn around and then make a right turn into the project or hold up traffic while waiting within the westbound lanes of Baker Street. This scenario should have been analyzed, additionally a central driveway to the project further from the intersection of baker and bear should be required. The distance between the Milbro intersection and Bear intersection seems too short to safely add the realistic amount of travel this project will add. **8-4**

5. *Glare from Lights.* 5-1 Should limit the light mounting height to below the height of the adjoining wall to the single level residences given the unusually close setback to the property line. **8-5**

6. *Glare from Windows / Need for Trees.* Within the study it is noted that the project will use Low-E type windows. These windows though required are known to reflect a concentrated reflection that has caused personal property damage as well as fires. Mitigation should be noted to alleviate the possibility of the second story windows causing damage to the existing homes and property to the west (Milbro Street). **8-6**

7. *Quality of Life Issues.* The two story construction negatively impacts the natural view, environment and privacy of the existing single level residents along the west border of the project.
    a. Those 1950's era houses maintain an approximant 10 foot setback whereas the project is planned to be about 7 feet from there back fence. The current structure is significantly further away approximately 50 feet. **8-7**
    b. The view from the back yards of the existing residents is a tree line with and the storage building in the far off background. **8-8**
    c. Currently the storage facility makes no noise in the evening and infrequent low level noise throughout the day. It is obvious that the amount of noise to be generated by the new population filling 56 units will be dramatically more. **8-9**
    d. The storage facility maintains a secure fenced property which adds to the security of the houses along Milbro Street. Given the open format of the project the security of the adjoining houses will be negatively impacted. **8-10**

e. The privacy of the traditional single level houses will be sacrificed with the second story windows starring down into the properties of the existing houses. **8-11**

Mitigations to solve all the above issues must be employed prior to approving this Plan.

Cordially,

Brian Valles

Response No. 8

Brian Valles
July 5, 2016

8-1 The project would plant over 80 new trees throughout the site, which would approximately double the number of existing trees to be removed.

8-2 The 2.74 average persons per household for the City of Costa Mesa was derived from the State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011- 2016* (May 1, 2016). This factor was applied to the number of housing units (56) for the proposed project; the resultant population for the project was determined to be approximately 154 persons. The Commenter states that the expected population from the project would be greater than 154 persons by using an average number of bedrooms per household. However, the State of California Department of Finance data that was used for the analysis is typically considered conservative and is based on census information that is specific to the City of Costa Mesa and not a statewide average.

The trip generation projections were not based on the number of persons per household. Instead the trip generation of the project was calculated using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation*, 9th Edition. The trip rates in the ITE Trip Generation manual are based on surveys of similar land use types throughout the United States and the City's Traffic Engineer approved the rate.

8-3 The Commenter correctly notes that U-turns are not allowed at the intersection of Bear Street/Baker Street. The project does not propose changing any traffic laws at the intersection; however, the analysis in the study presents the conditions that may occur if illegal U-turns are made at the intersection.

8-4 As noted on page 4.16-14 of the IS/MND, the 95th percentile queue for westbound (inbound) left-turning vehicles at the project driveway is one vehicle or less. The possibility that there could be more than one vehicle would occur less than 5 percent of the time. As noted in the IS/MND, the left-turn lane could accommodate two vehicles during the most congested times. Any additional left-turning vehicles would be negligible and would only add 1 or 2 vehicles to the left-turn at Milbro Street. There would not be overflow to such an extent that vehicles would utilize Croftdon Street or Babb Street.

8-5 As required by Standard Condition 4.1.1 in the IS/MND, the project Applicant would be required to submit a Lighting Plan and Photometric Study for the project, subject to the approval of the City's Development Services Department. The Lighting Plan would be required to show that the mounting height of lights on light standards do not exceed 18 feet in any location on the project site unless approved by the Development Services Director.

8-6 All windows within the project would meet City's glare, and other safety requirements based on industry standards.

8-7 As discussed on page 4.10-2 of the IS/MND, the proposed project complies with the City's development standards (including a side setback of five feet from the interior property line) for R2-MD except for the minimum distance between buildings and rear setback requirements.

8-8 The Commenter notes the existing viewshed of residents to the west of the project site. The comment does not address the environmental analysis in the IS/MND. No significant amount of visual degradation would occur as the view would be replaced with canopy trees and single-family homes. No further response is necessary.

8-9 The noise generated by the project during operations would be typical of a residential neighborhood, and would include stationary noise sources such as mechanical equipment, parking areas (cars idling, car doors shutting, etc.), kids playing, music, etc. These activities/noise sources are typical of residential neighborhoods, and would be intermittent and occur primarily during daytime hours. In addition, noise generated at the project site would be subject to noise standards and requirements of the City's Noise Ordinance (Title 13 Chapter XIII, *Noise Control*, of the Municipal Code).

8-10 As discussed on page 4.14-3 of the IS/MND, the project would be subject to site plan review by the City Building Department and the Costa Mesa Police Department to ensure that it meets City safety requirements. In addition, as required by SC 4.14-18 of the IS/MND (pages 4.14-3 and 4.14-4 of the IS/MND), the Costa Mesa Police Department would review all project plans for the purpose of ensuring that design requirements are incorporated into the building design to increase safety and avoid unsafe conditions. The project Applicant would be required to pay the appropriate fee in effect to mitigate the project's proportionate impact to additional demands on police protection services, if any.

8-11 The comment raises concerns regarding second-story views from the proposed residential units onto the residential properties to the west. As discussed above, the project would plant over 80 new trees throughout the site, including the area along the western project boundary. The new trees along the project's western boundary would provide some privacy screening to the residential uses to the west, and would provide increased screening as they mature. In addition, two-story residences are currently positioned in the neighborhood to the west of the project site, allowing for views onto adjoining properties (i.e., the condition described by the commenter). Lastly, it is noted that the CEQA Guidelines do not provide a threshold for assessing views of private property.

ATTACHMENTS

Table 5. Cumulative Projects Trip Generation

				AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
Single Family Detached Housing[1]		DU	9.52	0.19	0.56	0.75	0.63	0.37	1.00
Apartment[2]		DU	6.65	0.10	0.41	0.51	0.40	0.22	0.62
Condominium[3]		DU	5.81	0.07	0.37	0.44	0.35	0.17	0.52
Cumulative Projects Trip Generation									
125 East Baker Street (Apartments)	240	DU	1,596	24	98	122	97	52	149
789 Paularino Avenue (Detached Condominiums)	19	DU	110	1	7	8	7	3	10
2626 Harbor Blvd (Single Family Detached)	33	DU	314	6	19	25	21	12	33
585-595 Anton Blvd (Condominiums)[4]	484	DU	2,812	34	179	213	169	82	251
3350 Avenue of The Arts (Condominiums)	100	DU	581	7	37	44	35	17	52
Total Trip Generation			5,413	72	340	412	329	166	495

DU = Dwelling Units, Ac = Acre

[1] Trip rates from the Institute of Transporation Engineers, *Trip Generation, 9th Edition,* 2012. Land Use Code 210 - Single Family Detached Housing.

[2] Trip rates from the Institute of Transporation Engineers, *Trip Generation, 9th Edition,* 2012. Land Use Code 220 - Apartment.

[3] Trip rates from the Institute of Transporation Engineers, *Trip Generation, 9th Edition,* 2012. Land Use Code 230 - Residential Condominium/Townhome.

[4] Entitled For either 393 Apartments or 484 Condos. Trip Generation was calculated sing 484 condos as it generates more trips than apartments.

Table 10. Project Trip Generation

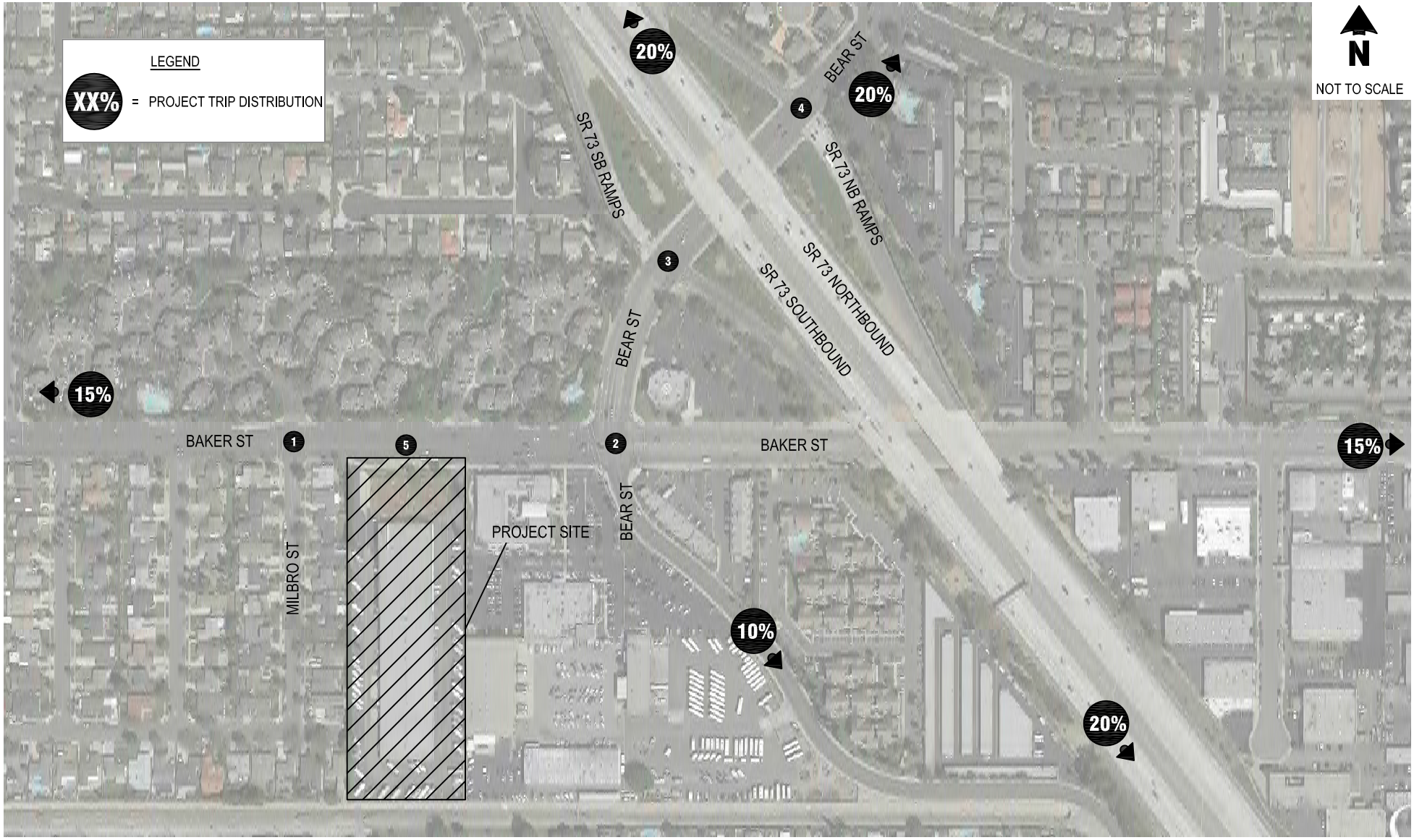
				AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Trip Rates									
Single Family Detached Housing[1]		DU	9.520	0.188	0.563	0.750	0.630	0.370	1.000
Self Storage[2]		Ac	35.430	1.161	1.419	2.580	1.785	1.785	3.570
Project Trip Generation									
Proposed Residential Project	56	DU	533	10	32	42	35	21	56
Existing Self-Storage	-4.71	Ac	-167	-5	-7	-12	-8	-8	-16
Total Trip Generation			366	5	25	30	27	13	40

DU = Dwelling Units, Ac = Acre

[1] Trip rates from the Institute of Transporation Engineers, *Trip Generation, 9th Edition,* 2012. Land Use Code 210 - Single Family Detached Housing.

[2] Trip rates from the Institute of Transporation Engineers, *Trip Generation, 9th Edition,* 2012. Land Use Code 151 - Mini Warehouse.

ATTACHMENT 3



Project Trip Distribution

De Nova Homes

FIGURE

6

transpogroup
WHAT TRANSPORTATION CAN BE.

Jul 11, 2016 - 2:06pm rudyg C:\Users\rudyg\Dropbox (Transpo CA)\Transpo CA Team Folder\Projects\2015\15420.00 - Baker St. Residential\Graphics\Graphics - Baker St Residential.dwg Layout: 6 - Project Trip Distribution

3.0 ERRATA

Changes to the Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) are noted below. A double-underline indicates additions to the text; ~~strikethrough~~ indicates deletions to the text. Changes have been analyzed and responded to in Section 2.0, *Response to Comments*, of the Final IS/MND. The changes to the Draft IS/MND do not affect the overall conclusions of the environmental document. Changes are listed by page and, where appropriate, by paragraph. All mitigation measure modifications, if any, have been reflected in Section 4.0, *Mitigation Monitoring and Reporting Program*, of the Final IS/MND.

SECTION 4.16, TRANSPORTATION/TRAFFIC

4.16-5, 2nd Paragraph, 3rd and 4th Sentences

The characteristics of the roadway system in the vicinity of the project site are depicted in Table 4.16-4, *Study Area Existing Street System Summary*. Traffic control and geometrics at study area intersections is illustrated in Figure 3, *Existing Traffic Controls and Geometrics*, of the Traffic Impact Analysis. A bus stop is located adjacent to the project site and is served by Orange County Transportation Authority (OCTA) bus route~~s~~ ~~173 and~~ 55. ~~Route 173 provides service between downtown Huntington Beach and South Coast Plaza.~~ Route 55 provides service between Fashion Island and the Santa Ana train depot.

4.16-14, 6th Paragraph

Mitigation Measures:

TRA-1 Prior to issuance of building permits, the project Applicant shall submit a plan to the City Engineer that demonstrates that the project driveway would be constructed with appropriate treatments to ensure right turn out only movements are allowed from the project site to Baker Street~~.~~; however, a left-in movement shall be permissible subject to approval by the City Engineer.

4.16-16, 3rd Paragraph, 3rd Sentence

Less Than Significant Impact. The project would not conflict with adopted policies, plans, or programs supporting alternative transportation. The project site is served by OCTA Route~~s 173 and~~ 55. In addition, there are sidewalks and bicycle lanes on both Baker Street and Bear Street. Pedestrian and bicycle counts were collected at the same time as the traffic counts at study area intersections. According to the counts, there were approximately 46 pedestrian and bicycle crossings at Milbro Street/Baker Street during the a.m. peak period and 57 pedestrian and bicycle crossings during the p.m. peak period. At Bear Street/Baker Street, there were approximately 33 bicycle and pedestrian crossings during the a.m. peak period and 52 during the p.m. peak period.

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

CEQA requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring plan. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring plan must be designed to ensure compliance during project implementation (*Public Resources Code* Section 21081.6).

In compliance with *Public Resources Code* Section 21081.6, the attached *Mitigation Monitoring and Reporting Program* has been prepared for the proposed 929 Baker Street Residential Project. This *Mitigation Monitoring and Reporting Program* is intended to provide verification that all mitigation measures identified in the Initial Study prepared for the project are monitored and reported. Monitoring will include 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in the project file.

This *Mitigation Monitoring and Reporting Program* delineates responsibilities for monitoring the project, but also allows the City of Costa Mesa flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented.

Reporting consists of establishing a record that a mitigation measure is being implemented, and generally involves the following steps:

- The City distributes reporting forms to the appropriate entities for verification of compliance.
- Departments/agencies with reporting responsibilities will review the Initial Study, which provides general background information on the reasons for including specified mitigation measures.
- Problems or exceptions to compliance will be addressed to the City as appropriate.
- Periodic meetings may be held during project implementation to report on compliance of mitigation measures.
- Responsible parties provide the City with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented. Monitoring compliance may be documented through existing review and approval programs such as field inspection reports and plan review.
- The City prepares a reporting form periodically during the construction phase and an annual report summarizing all project mitigation monitoring efforts.
- Appropriate mitigation measures will be included in construction documents and/or conditions of permits/approvals.

Minor changes to the *Mitigation Monitoring and Reporting Program*, if required, would be made in accordance with CEQA and would be permitted after further review and approval by the City. Such changes could include reassignment of monitoring and reporting responsibilities, plan redesign to make any appropriate improvements, and/or modification, substitution or deletion of mitigation measures subject to conditions described in *CEQA Guidelines* Section 15162. No change will be permitted unless the *Mitigation Monitoring and Reporting Program* continues to satisfy the requirements of *Public Resources Code* Section 21081.6.

MITIGATION MONITORING AND REPORTING CHECKLIST

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
AESTHETICS							
SC 4.1.1	Prior to the issuance of Building Permits, the project Applicant shall submit a Lighting Plan and Photometric Study for the approval of the City's Development Services Department. The Lighting Plan shall demonstrate compliance with the following: • The mounting height of lights on light standards shall not exceed 18 feet in any location on the project site unless approved by the Development Services Director. • The intensity and location of lights on buildings shall be subject to the Development Services Director's approval. • All site lighting fixtures shall be provided with a flat glass lens. Photometric calculations shall indicate the effect of the flat glass lens fixture efficiency. • Lighting design and layout shall limit spill light to no more than 0.5-foot candle at the property line of the surrounding neighbors, consistent with the level of lighting that is deemed necessary for safety and security purposes on-site. • Glare shields may be required for select light standards.	Review of Project Plans	Prior to Issuance of Building Permits	City Building Official			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
AIR QUALITY							
SC 4.3-1	All construction contractors shall comply with South Coast Air Quality Management District (SCAQMD) regulations, including Rule 403, Fugitive Dust. All grading (regardless of acreage) shall apply best available control measures for fugitive dust in accordance with Rule 403. To ensure that the project is in full compliance with applicable SCAQMD dust regulations and that there is no nuisance impact off the site, the contractor would implement each of the following: • Moisten soil not more than 15 minutes prior to moving soil or conduct whatever watering is necessary to prevent visible dust emissions from exceeding 100 feet in any direction. • Apply chemical stabilizers to disturbed surface areas (completed grading areas) within five days of completing grading or apply dust suppressants or vegetation sufficient to maintain a stabilized surface. • Water excavated soil piles hourly or covered with temporary coverings. • Water exposed surfaces at least twice a day under calm conditions. Water as often as needed on windy days when winds are less than 25 miles per day or during very dry weather in order to maintain a surface crust and prevent the release of visible emissions from the construction site. • Wash mud-covered tired and under-carriages of trucks leaving construction sites.	Review of Project Plans; Construction Inspections	Prior to Issuance of Grading Permit; During Construction	Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	• Provide for street sweeping, as needed, on adjacent roadways to remove dirt dropped by construction vehicles or mud, which would otherwise be carried off by trucks departing project sites. • Securely cover loads with a tight fitting tarp on any truck leaving the construction sites to dispose of debris.						
SC 4.3-2	SCAQMD Rule 445 prohibits permanently installed wood burning devices into any new development. A wood burning device means any fireplace, wood burning heater, or pellet-fueled wood heater, or a similarly enclosed, aesthetic or space heating purposes, which has a heat input of less than one million British thermal units per hour.	Review of Project Plans	Prior to Issuance of Building Permits;	Development Services Department			
SC 4.3-3	The project shall comply with Title 24 of the California Code of Regulations established by the energy conservation standards. The project Applicant shall incorporate the following in building plans: • Double paned glass or window treatment for energy conservation shall be used in all exterior windows; • Buildings shall be oriented north/south where feasible.	Review of Project Plans	Prior to Issuance of Building Permits;	Development Services Department			
SC 4.3-4	The Applicant shall contact the South Coast Air Quality Management District (SCAQMD) at (800) 288-7664 for potential additional conditions of development or for additional permits required by the SCAQMD.						

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
AQ-1	The following measures shall be implemented by the contractor to reduce ROG emissions resulting from application of architectural coatings: • Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent; • Use pre-painted construction materials; and • VOC content of architectural coatings shall not exceed 50 grams per liter.	Review of Project Plans; Construction Inspections	During Construction	Development Services Department			
BIOLOGICAL RESOURCES							
SC 4.4-1	The Applicant shall comply with the requirements of the California Department of Food and Agriculture (CDFA) to determine if red imported fire ants exist on the project site prior to any soil movement or excavation. Call CDFA at (714) 708-1910 for information.	Review of Project Plans	Prior to Soil Movement or Excavation Activities; During Construction Activities	Project Applicant			
CULTURAL RESOURCES							
SC 4.5-1	In the event that archaeological resources are encountered during grading and construction, all construction activities shall be temporarily halted or redirected to permit the sampling, identification, and evaluation of archaeological materials as determined by the City, who shall establish, in cooperation with the project Applicant and a certified archaeologist, the appropriate procedures for exploration and/or salvage of the artifacts.	Construction Inspections	During Construction	Development Services Department; Certified Archaeologist (if required)			
SC 4.5-2	In the event that paleontological resources are encountered during grading and construction operations, all construction activities shall be temporarily halted or redirected to permit a qualified paleontologist to assess the find for significance and, if necessary, develop a	Construction Inspections	During Construction	Development Services Department; Certified Paleontologist (if required)			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	paleontological resources impact mitigation plan (PRIMP) for the review and approval by the City prior to resuming excavation activities.						
SC 4.5-3	If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.	Construction Inspections	During Construction	Development Services Department; County Coroner (if required)			
GEOLOGY AND SOILS							
SC 4.6-1	The Applicant shall comply with the requirements of the 2013 California Building Code, 2013 California Residential Code, 2013 California Electrical Code, 2013 California Mechanical Code, 2013 California Plumbing Code 2013 California Green Building Standards Code, and the 2013 California Energy Code (or the applicable adopted California Building Code, California Residential Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards, California Energy Code at the time of plan submittal or permit	Review of Project Plans	Prior to the Issuance of Building Permit	Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	issuance), and California Code of Regulations also known as the California Building Standards Code, as amended by the City of Costa Mesa. Areas of alteration and additions shall comply with 2013 California Green Building Standards Code Sections 5.303.2 and 5.303.2.						
SC 4.6-2	The Applicant shall submit a soils report for this project detailing the expansion potential of on-site soils, and recommendations to minimize any impacts from these soils. The Soils Report recommendations shall be blueprinted on both the architectural and grading plans. For existing soil or where fill are proposed, the Soils Report shall address how the existing soils or the new fill will be maintained to avoid future expansion of soils.	Review of Project Plans	Prior to the Issuance of Grading Permit	Development Services Department			
GEO-1	Prior to issuance of a building permit, the Building Official shall ensure that final engineering plans meet the design parameters for seismic safety identified in the recommendations of the Preliminary Geotechnical Evaluation (Alta California Geotechnical, Inc., *Preliminary Subsurface Geotechnical Investigation for the Proposed Residential Development, 929 Baker Street, City of Costa Mesa, California,* dated September 1, 2015) shall be stipulated in the construction contracts, grading plans, and specifications. All grading activities shall be conducted under the observation and testing of the project geotechnical consultant in accordance with the recommendations of the Preliminary Geotechnical Evaluation and the City of Costa Mesa criteria.	Review of Project Plans	Prior to the Issuance of Building Permit	Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
HAZARDS AND HAZARDOUS MATERIALS							
SC 4.8-1	Prior to demolition activities, removal and/or abatement of asbestos containing building materials, lead based paints, and hazardous materials associated with the existing building materials, an investigation shall be conducted by a qualified environmental professional in consultation with the Costa Mesa Fire Department. An asbestos and hazardous materials abatement plan shall be developed by the qualified environmental professional, in order to clearly define the scope and objective of the abatement activities.	Review of Project Plans	Prior to Issuance of Demolition Permit or Demolition Activities	Development Services Department; Costa Mesa Fire Department			
SC 4.8-2	During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1529, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos. Asbestos-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.	During Demolition, Grading, and Excavation Activities	During Demolition, Grading, and Excavation Activities	Project Applicant/Contractor, Development Services Department			
SC 4.8-3	During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1532.1, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead. Lead-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.	During Demolition, Grading, and Excavation Activities	During Demolition, Grading, and Excavation Activities	Project Applicant/Contractor; Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
SC 4.8-4	Prior to investigations, demolition, or renovation, all activities shall be coordinated with Dig Alert (811).	Prior to Excavation or Earthmoving Activities	Prior to Excavation or Earthmoving Activities; During Construction Activities	Project Applicant/Contractor; Development Services Department			
SC 4.8-5	Visual inspections for areas of impact to soil shall be conducted during site grading. If unknown or suspect materials are discovered during construction by the contractor that are believed to involve hazardous wastes or materials, the contractor shall: • Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area; • Notify the City Engineer and Costa Mesa Fire Department; • Secure the area(s) in question; and • Implement required corrective actions, including remediation if applicable.	During Grading Activities	During Grading Activities	Project Applicant/Contractor; Development Services Department			
HAZ-1	Prior to issuance of a grading permit, a Soil Management Plan (SMP) shall be prepared by a qualified environmental professional with Phase II/Site Characterization experience. The SMP shall be made available to the contractor and the City Engineer for use during grading activities. The SMP shall include guidelines for safety measures and soil management in the event that soils are to be disturbed, and for handling soil during any planned earthwork activities. The SMP shall also include a decision framework and specific risk management measures for managing soil,	Prior to Issuance of Grading Permit; During Construction Activities	Prior to Issuance of Grading Permit; During Construction Activities	Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	including any soil import/export activities, in a manner protective of human health and consistent with applicable regulatory requirements.						
HAZ-2	Observations shall be made by the contractor during grading, utility trenching, and footing excavations for the presence unknown buried structures, containers, debris, and/or soil potentially impacted by chemicals compounds or fuel and oil hydrocarbons. Indications of impacted soil may include chemical or fuel odors, unusual coloration, apparent moisture, and staining. If any of the above are encountered, a qualified environmental professional with Phase II/Site Characterization experience shall be consulted to provide field monitoring using appropriate instrumentation, such as a photoionization detector (PID), and to assist with segregation of excavated material for proper disposal at a licensed waste-handling facility.	During Construction Activities	During Construction Activities	Development Services Department			
HAZ-3	The Applicant shall install an appropriately designed vapor barrier beneath future structures that overlie the locations where chemical compounds were detected at levels above the ESLs. Vapor barrier design activities shall include consideration, by a qualified environmental professional with Phase II/Site Characterization experience, of the materials and methods to be used during vapor barrier installation as well as the locations where the vapor barriers are necessary, including a buffer zone. The vapor barriers shall be installed prior to emplacement of concrete floor slabs and footings. Below-ground ventilation lines shall also be constructed, prior to concrete work, such that chemical vapors are not trapped below the concrete floor slabs. The ventilation lines shall	Review of Project Plans	Prior to the Issuance of Building Permit	Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	be open to the exterior of the structures, preferably at least 8 feet above the ground surface, or as otherwise specified by the Phase II/Site Characterization specialist.						
HYDROLOGY AND WATER QUALITY							
SC 4.9-1	In order to comply with the DAMP, the project shall prepare a Storm Drain Plan, Stormwater Pollution Prevention Plan (SWPPP), and Water Quality Management Plan (WQMP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements, prepared by a Licensed Civil Engineer or Environmental Engineer, which shall be submitted to the Department of Public Services for review and approval. • The SWPPP shall be prepared and updated as needed during the course of construction to satisfy the requirements of each phase of development. The plan shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to eliminate polluted runoff until all construction work for the project is completed. The SWPPP shall include treatment and disposal of all dewatering operation flows and for nuisance flows during construction. • A WQMP shall be maintained and updated as needed to satisfy the requirements of the adopted NPDES program. The plan shall ensure that the existing water quality measures for all improved phases of the project are adhered to.	Review of Project Plans	Prior to Issuance of Grading permit	Project Applicant/Contractor; City Engineer			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	• Location of the BMPs shall not be within the public right-of-way.						
NOISE							
SC 4.12-1	Noise-generating construction activities, including truck traffic coming to and from the construction site for any purpose, shall be limited to between the hours of 7:00 am and 7:00 pm on Mondays through Fridays; to between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays; and shall not be permitted at any time on Sundays or federal holidays.	Review of Construction Plans	Prior to the Issuance of Grading or Building Permit; During Construction	Development Services Department			
NOI-1	Prior to Grading Permit issuance, the project Applicant shall demonstrate, to the satisfaction of the City of Costa Mesa Development Services Director that the project complies with the following: • Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices. • Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.	Review of Construction Plans	Prior to the Issuance of Grading Permit; During Construction	Development Services Department			
NOI-2	After the plot plans and architectural drawings have been developed, and prior to the issuance of building permits, the project Applicant shall demonstrate, to the satisfaction of the City of Costa Mesa Building Official that the proposed project	Review of Project Plans	Prior to the Issuance of Building Permit	Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	plans and specifications include the following noise attenuation measures: • A six-foot noise barrier along Units 1 through 4 and 56 (as depicted in Exhibit 4.12-1). • An eight-foot noise barrier along Units 41 through 48 (as depicted in Exhibit 4.12-1). • Units 1 through 4, and 56 shall contain dual-paned windows (as required by code), and shall include fresh air duct capable of providing 30 cubic feet per minute (CFM) of air with the duct opening oriented away from the primary noise source. • The project Applicant shall work with the Newport-Mesa School District to replace the existing refrigeration condenser unit with a sound power rating of 7.6 or less, or that the noise levels coming from the noise-generating equipment would be reduced by 14 dBA. • The project Applicant shall work with the Newport-Mesa School District to replace the existing slatted louvers with aluminum acoustic louvers.						
NOI-3	Prior to the issuance of Certificate of Occupancy, the project Applicant shall submit a final acoustical report prepared to the satisfaction of the City of Costa Mesa Development Services Director. The report shall show that the development would be sound-attenuated against present and projected noise levels to meet City interior and exterior noise standards. In order to demonstrate that all mitigation measures have been incorporated into	Prior to Issuance of Certificate of Occupancy	Prior to Issuance of Certificate of Occupancy	Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	the project, the report shall be accompanied by a list identifying the sheet(s) of the building plans that include the approved mitigation measures.						
PUBLIC SERVICES							
SC 4.14-1	Prior to the issuance of a Building Permit, the City of Costa Mesa Fire Department shall review and approve the developer's project design features to assess compliance with the California Building Code and California Fire Code.	Review of Project Plans	Prior to Issuance of Building Permit	Costa Mesa Fire Department			
SC 4.14-2	Projections, including eaves, shall be one-hour fire resistive construction, heavy timber or of noncombustible material if they project into the 5 feet setback area from the property line. They may project a maximum of 12 inches beyond the 3 feet setback. California Residential Code Tables R302.1(1) and R302.1(2).	Review of Project Plans	Prior to Issuance of Building Permit	Costa Mesa Fire Department; Development Services Department			
SC 4.14-3	The final plan for development of the project shall provide sufficient capacity for fire flows required by the City of Costa Mesa Fire Department.	Review of Project Plans	Prior to Issuance of Building Permit	Costa Mesa Fire Department			
SC 4.14-4	Vehicular access shall be provided and maintained serviceable throughout construction to all required fire hydrants.	During Construction Activities	During Construction Activities	Costa Mesa Fire Department			
SC 4.14-5	The project shall provide approved smoke detectors to be installed in accordance with the latest edition of the Uniform Fire Code.	Prior to Issuance of Certificate of Occupancy	Prior to Issuance of Certificate of Occupancy	Costa Mesa Fire Department; Development Services Department			
SC 4.14-6	The project shall provide a fire alarm system.	Prior to Issuance of Certificate of Occupancy	Prior to Issuance of Certificate of Occupancy	Costa Mesa Fire Department; Development Services Department			
SC 4.14-7	The project shall provide individual numeric signage for proposed residences with minimum 6 inches height.	Review of Project Plans	Prior to Issuance of Building Permit	Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
SC 4.14-8	As final building plans are submitted to the City of Costa Mesa for review and approval, the Costa Mesa Police Department shall review all plans for the purpose of ensuring that design requirements are incorporated into the building design to increase safety and avoid unsafe conditions. These measures focus on security measures are recommended by the Police Department, including but not limited to, the following: • Lighting shall be provided in open areas and parking lots. • Required building address numbers shall be readily apparent from the street and rooftop building identification shall be readily apparent, if necessary, from police helicopters for emergency response agencies. • Landscaping requirements (e.g., minimize use of hedges, use of low height shrubs for greater visibility). • Emergency vehicle parking areas shall be designated within proximity to buildings. • Prior to the issuance of a Building Permit, the City of Costa Mesa Police Department shall review and approve the developer's project design features to satisfy local requirements. The Applicant shall then pay the appropriate fee in effect to mitigate the project's proportionate impact to additional demands on police protection services, if any.	Review of Project Plans	Prior to Issuance of Certificate of Occupancy	Costa Mesa Police Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
SC 4.14-9	Prior to issuance of building permits, the Developer shall pay applicable school impact fees for residential development.	Prior to Issuance of Building Permit	Prior to Issuance of Building Permit	Development Services Department			
SC 4.14-10	Prior to issuance of building permits and/or final occupancy, the Developer shall pay applicable parkland impact fees for residential development.	Prior to Issuance of Building Permit or Certificate of Occupancy	Prior to Issuance of Building Permit or Certificate of Occupancy	Development Services Department			
TRANSPORTATION/TRAFFIC							
SC 4.16-1	The project Applicant shall be responsible for the payment of fees in accordance with Costa Mesa's traffic impact fee program to mitigate project-generated traffic impacts (including regional traffic).	Prior to Issuance of Building Permit or Certificate of Occupancy	Prior to Issuance of Building Permit or Certificate of Occupancy	Development Services Department			
TRA-1	Prior to issuance of building permits, the project Applicant shall submit a plan to the City Engineer that demonstrates that the project driveway would be constructed with appropriate treatments to ensure right turn out only movements are allowed from the project site to Baker Street; however, a left-in movement shall be permissible subject to approval by the City Engineer; however, a left-in movement shall be permissible subject to approval by the City Engineer.	Review of Project Plans	Prior to Issuance of Building Permit	Development Services Department			
UTILITIES AND SERVICE SYSTEMS							
SC 4.17-1	Applicant would be required to construct sewers to serve the project, at his/her own expense, meeting the approval of the Costa Mesa Sanitary District.	Review of Project Plans	Prior to Issuance of Building Permit	Costa Mesa Sanitary District; Development Services Department			
SC 4.17-2	County Sanitation District fees, fixtures fees, inspection fees, and sewer permit are required prior to installation of sewer.	Prior to Issuance of Building Permit	Prior to Issuance of Building Permit	Costa Mesa Sanitary District; Development Services Department			

Mitigation Number	Standard Condition or Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
SC 4.17-3	The Applicant shall submit a plan showing sewer improvements that meets the District Engineer's approval to the Building Division as part of the plans submitted for plan check.	Review of Project Plans	Prior to Issuance of Building Permit	Costa Mesa Sanitary District; Development Services Department			
SC 4.17-4	The Applicant would be required to contact the Costa Mesa Sanitary District to arrange final sign-off prior to Certificate of Occupancy being released.	Prior to Issuance Certificate of Occupancy	Prior to Issuance Certificate of Occupancy	Costa Mesa Sanitary District; Development Services Department			
SC 4.17-5	The project Applicant would be required to coordinate with the Costa Mesa Sanitary District to comply with all recommended studies and improvements, prior to issuance of a building permit.	Prior to Issuance of Building Permit	Prior to Issuance of Building Permit	Costa Mesa Sanitary District; Development Services Department			

PH-2

July 20, 2016

Dear Planning Commissioners:

I have reviewed the proposed project at 929 Baker Street and **strongly support** it as I find it a friendly and necessary development that adds to our community. I certainly prefer to see this sort of limited development than yet another Self Storage Facility. We have too many of them in Costa Mesa.

I always worry about parking and traffic and am happy to see this project exceeds the city's requirements and provides extra guest parking.

I also like the proximity of this project to the SOBECA area which will in turn promote pedestrian activities, as well as bring more business to area restaurants and shops.

Please vote to approve.

Laurie Tooch
1250 Adams Avenue, Apt A-101
Costa Mesa, CA 92626

Received
City of Costa Mesa
Development Services Department

JUL 21 2016

PH-2

July 19, 2016

Honorable Planning Commissioners,

The proposed housing project at 929 Baker Street is made-up of 56 single family homes which will have less of an impact on the city and surrounding neighborhood than a condo or apartment project.

The project will pay a generous amount of park fees, which in turn will help the city to maintain and improve our parks in Costa Mesa. I request the Commission to approve this wonderful project.

Erin Hoffman
Costa Mesa

Received
City of Costa Mesa
Development Services Department

JUL 21 2016

PH-2

7/18/16

To: COSTA MESA PLANNING COMMISSION

From: HAZEL L. JONES
1250 ADAMS
COSTA MESA, CA 92626

AS A RESIDENT of COSTA MESA, I CARE ABOUT THE WELLBEING AND PROGRESS of OUR COMMUNITY.

I FIND THE PROPOSED SINGLE FAMILY HOUSING PROJECT AT 929 BAKER A GREAT DEVELOPMENT AND AN ASSET TO OUR COMMUNITY.

OUR CITY HAS TOO MANY RENTAL UNITS AND NEEDS MORE SINGLE FAMILY HOME OWNERSHIP AS PROPOSED BY THIS PROJECT.

PLEASE APPROVE THIS PROJECT AND HELP THE CITY TO BECOME A BETTER PLACE TO LIVE.

THANK YOU AND BEST REGARDS,

Hazel Jones

Received
City of Costa Mesa
Development Services Department

JUL 21 2016

PH-2

Steve Stary
192 22nd Street, Unit C
Costa Mesa, CA 92627

Dear Commissioners,

I have been a tenant at Baker Street Storage for several years and I am a long time resident of the Eastside. I also work on Grace Land, just up the street from Baker Street Storage, the property at 929 Baker Street. Although I am slightly sad to see the ultra-convenience of this storage unit go away, I can say with confidence that I'd rather see an enclave of newly built homes on this property. The unsightliness of the current property is an eyesore. I pass the property on a daily basis at least twice and not a day goes by that I don't notice the dilapidated state of this site.

I have personally reviewed the plans for the newly proposed development and I think it will be a good project for Costa Mesa. Compared to some developments I've seen, this one has made some good accommodations for the lack of street parking, the floor plans are interesting and well thought out, and the architecture is visually pleasing.

I would like to ask the commission for a yes vote on this new home development project.

Thank you ,

Steve Stary

Received
City of Costa Mesa
Development Services Department

JUL 25 2016

PH-2

July 24, 2016

Planning commission,

Thank you for your time and consideration. 21 years ago my wife and I bought our home at 2958 Milbro street. We have enjoyed having Baker storage as our neighbor.

1. My family feels safe knowing that baker storage maintains a secure yard.
2. The view from our favorite spot to enjoy our dinner in our backyard patio is thanks to the Beautiful trees along our fence shared with Baker storage and all the hummingbirds that make those trees home. Our view and privacy will be significantly negatively impacted.
3. Baker storage is my quietest neighbor, virtually no noise ever.
4. Of the 3 RV's backed up to our back fence one has moved one time during the last 3 months while I've been home. That is the actual traffic on the site currently.

At a minimum you should mandate the following conditions to mitigate the negative effects The propose development will have on my family and our neighbors;

1. Require the development to be gated and secure.
2. Mandate that the approximately 40 established trees along the north fence be included in the developments plan.
3. The "initial study/ mitigated negative declaration" is fundamentally flawed in the sense that it assumes 2.74 people will populate each of the four and five bedroom houses. The study as indicated on page 4.13-1 use the "2.74 average number of persons per households in the city of Costa Mesa" and thus this project is said to bring just 154 increase population. Though this may be the average per household it doesn't factor the average number of bedrooms per household within the city. Since each of the projects units are 4 to 5 bedrooms it stands to reason the actual population within the project would be significant more than the estimated 154 people. This has substantial impacts throughout the study's results and constitutes a revised study using more realistic population forecast.
4. Require the two story homes along the north border of the project that overlook the legacy single level neighborhood to be limited to high second level windows, as to not encroach on the established privacy and reduce potential noise from the second level on the existing neighbors. This can be accomplished with minimum modifications to the existing plans that Denova has submitted without compromising building code.
5. Require unit plot 28 be a modified plan two to include only high windows facing the northern border overlooking my house. It changes one window.
6. It is without merit and reckless that the planning commission should give approval of an Administrative Adjustment to allow the new development to be built just 12 feet from the edge of the Palarino channel when the long established requirement is 20 feet. The channel filled to its capacity several times in the recent years nearly cresting its banks.

   Every other neighbor has complied with the established 20 foot setback to the channel. Would this planning commission allow all those neighbors along the channel to encroach upon the channel by another 8 feet should they ask to extend their property line?

It appears according to the "vesting Tract Map No. 17980" section B-B that the proposed grade will be above the existing grade of my yard. It's logical that that would increase the potential for my yard to flood with runoff from the proposed development. What will be done to prevent runoff into my lot?

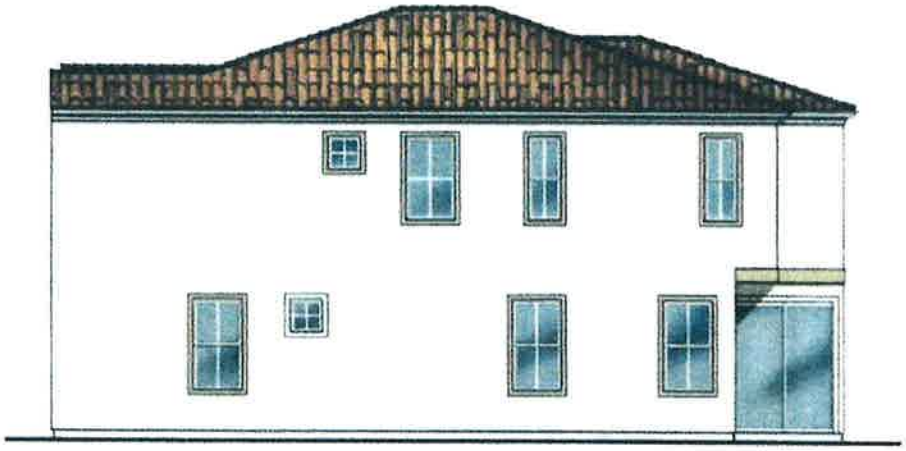
Received
City of Costa Mesa
Development Services Department

JUL 25 2016

Where will the "new perimeter wall" be in relation to the existing wall along the legacy Milbro street homes?

A development of this size is more than should be allowed, considering the realistic impact of the *turn around* traffic within Milbro, Crofton and Babb streets.

Our Existing view of the Baker Storage Facility from our back yard patio.



RIGHT ELEVATION

This is the side of the house that is proposed to be 7.4' off our back fence. With no trees between us just a 6 foot tall perimeter wall "where needed" as its put in the planning commission agenda report.

This should be as unacceptable to my elected planning commission as it is to my family and neighbors.

Brian Valles
2958 Milbro street
Costa Mesa CA 92626

PH-2

Honorable Planning Commissioners;

The proposed housing project at 929 Baker Street, is a medium density development which impacts the city, and the surrounding neighborhoods much less than a high density apartment or condos complex.

Besides providing a good community of single family homes, it pays a generous amount of park fees, which in turn will help the city to maintain and improve our parks in Costa Mesa. Additionally, these new developments are revitalizing some of the most warn down parts of our City. I request the commission to approve this wonderful project.

Sincerely,

Susan Jan

543 W. WILSON C-2
COSTA MESA, CA 92627

Received
City of Costa Mesa
Development Services Department

JUL 25 2016

DocuSign Envelope ID: 75A4B2BC-4427-4B01-B57A-B7E6499C5190

PH-2

Honorable Planning Commissioners;

The proposed housing project at 929 Baker Street, is a medium density development which impacts the city, and the surrounding neighborhoods much less than a high density apartment or condos complex.

Besides providing a good neighborhood of single family homes, It pays a generous amount of park fees, which in turn will help the city to maintain and improve our parks in Costa Mesa. I request the commission to approve this wonderful project.

DocuSigned by:
Randy Wahler
C90185BFB37B411...

Randy Wahler

2324 Fordham

Costa Mesa, CA

Received
City of Costa Mesa
Development Services Department

JUL 25 2016

PH-2

Honorable Planning Commissioners;

The proposed housing project at 929 Baker Street, is a medium density development which impacts the city, and the surrounding neighborhoods much less than a high density apartment or condos complex.

Besides providing a good community of single family homes, it pays a generous amount of park fees, which in turn will help the city to maintain and improve our parks in Costa Mesa. Additionally, these new developments are revitalizing some of the most warn down parts of our City. I request the commission to approve this wonderful project.

Sincerely,

Christa M

2424 ANDOVER PL.
COSTA MESA, CA 92626

Received
City of Costa Mesa
Development Services Department

JUL 25 2016

PH-2

Honorable Planning Commissioners;

The proposed housing project at 929 Baker Street, is a medium density development which impacts the city, and the surrounding neighborhoods much less than a high density apartment or condos complex.

Besides providing a good stuck of single family homes, It pays a generous amount of park fees, which in turn will help the city to maintain and improve our parks in Costa Mesa. I request the commission to approve this wonderful project.

Carissa Savant

132 Lisa Lane, #B

Costa Mesa, CA 92627

Received
City of Costa Mesa
Development Services Department

JUL 25 2016

DocuSign Envelope ID: B3EDA598-D2AE-4A2B-9485-201C88F19E93

PH-2

Honorable Planning Commissioners;

The proposed housing project at 929 Baker Street, is a medium density development which impacts the city, and the surrounding neighborhoods much less than a high density apartment or condos complex.

Besides providing a good neighborhood of single family homes, It pays a generous amount of park fees, which in turn will help the city to maintain and improve our parks in Costa Mesa. I request the commission to approve this wonderful project.

DocuSigned by:
Jordan Johnson
CFEB031EB403416...

Jordan Johnson

234 Del Mar

Costa Mesa, CA

Received
City of Costa Mesa
Development Services Department

JUL 25 2016

PH-2

Honorable Planning Commissioners;

The proposed housing project at 929 Baker Street, is a medium density development which impacts the city, and the surrounding neighborhoods much less than a high density apartment or condos complex.

Besides providing a good stuck of single family homes, it pays a generous amount of park fees, which in turn will help the city to maintain and improve our parks in Costa Mesa. I request the commission to approve this wonderful project.

Sincerely,

Daniel Morgan

2424 Andover Pl

Costa Mesa, CA 92626

Received
City of Costa Mesa
Development Services Department

JUL 25 2016

DocuSign Envelope ID: 947042A4-C855-4199-9966-99C4F3CFF88C

PH-2

Honorable Planning Commissioners;

The proposed housing project at 929 Baker Street, is a medium density development which impacts the city, and the surrounding neighborhoods much less than a high density apartment or condos complex.

Besides providing a good neighborhood of single family homes, It pays a generous amount of park fees, which in turn will help the city to maintain and improve our parks in Costa Mesa. I request the commission to approve this wonderful project.

DocuSigned by:
Michelle Wahler
Michelle Wahler

2324 Fordham
5
Costa Mesa, CA

Received
City of Costa Mesa
Development Services Department

JUL 25 2016

DocuSign Envelope ID: 78B4B942-50A4-47DE-878F-1B827C878D0D

PH-2

Honorable Planning Commissioners;

The proposed housing project at 929 Baker Street, is a medium density development which impacts the city, and the surrounding neighborhoods much less than a high density apartment or condos complex.

Besides providing a good neighborhood of single family homes, It pays a generous amount of park fees, which in turn will help the city to maintain and improve our parks in Costa Mesa. I request the commission to approve this wonderful project.

DocuSigned by:
1F39FEF701174CB...

Collin Phillips

2554 Elden, Unit C102

Costa Mesa, CA

Received
City of Costa Mesa
Development Services Department

JUL 25 2016

DocuSign Envelope ID: D3CCF17C-163A-41CE-914B-0326FC09A8EF

PH-2

Honorable Planning Commissioners;

The proposed housing project at 929 Baker Street, is a medium density development which impacts the city, and the surrounding neighborhoods much less than a high density apartment or condos complex.

Besides providing a good neighborhood of single family homes, It pays a generous amount of park fees, which in turn will help the city to maintain and improve our parks in Costa Mesa. I request the commission to approve this wonderful project.

DocuSigned by:
Lincoln Lee
632CCB30DC0A458...

Lincoln Lee

MRV El Camino LLC

976 El Camino

Costa Mesa, CA

Received
City of Costa Mesa
Development Services Department

JUL 25 2016